



Official Publication of
STATE ROAD DEPARTMENT OF FLORIDA



SEPTEMBER 1941

10c a Copy

\$1.00 a Year

WHAT THEY SAY ABOUT

FLORIDA HIGHWAYS

"I'D SAY THE MAGAZINE IS THOROUGHbred"

HAROLD COLEE, Executive Vice President
Florida State Chamber of Commerce.

"IT FILLS A DEFINITE NEED IN FLORIDA"

WALTER J. MATHERLY, University of Florida
Dean of College of Business Administration

"INTERESTING AND VALUABLE. BEST WISHES"

ARMSTEAD BROWN, Chief Justice
Supreme Court of Florida

PRESS

IT SELLS FLORIDA TO EVERYONE

Filled with live information and good pictures, the July issue of **FLORIDA HIGHWAYS**, official publication of the State Road Department, is a credit to the State and to Editor Sam Ellis.

Some department publications in Florida and other States are mostly dry compendiums filled with unimportant and uninterpreted statistics. **FLORIDA HIGHWAYS** has variety, punch and timeliness, thanks to Editor Ellis' sense of news values and his eye for features.

Among the article titles in the 48-page magazine are "The Florida Everglades," "First State Flower Show," "Old Man River," "Beware of 8 p.m. Saturdays," "Acts Relating to Highways," "New Speed—Need Rules," "How's Your Parking?" "Camera Touring Florida," "Know Florida," and "A Place to Fish and Hunt."

Editor Ellis says in this first issue of the revived publication:

"This issue presents Florida Highways, not as a newcomer but as a return to the Florida journalistic stage of an old favorite with a new wardrobe, new scenery and extended repertoire. It has, however, the same old theme song—improvement and extension of Florida highways and the resulting development of every resource in the State."

It's a good theme song and the current issue sings it well.

—LAKELAND LEDGER.

"There is no doubt but that a periodical of this nature is needed in Florida and I do not believe it could be in better hands."

—JOHN G. BAKER, County Judge
Orange County.

"The magazine is interesting and I believe will serve the State as well as the Highway Department excellently."

—CARL D. BROREIN, President
Florida State Chamber of Commerce.

"Very creditable and contains much information which I am particularly happy to have in my files at this time. There seems to be need for some sort of publication in the State to cover this special field and your magazine certainly has my best wishes for public approval."

—MRS. W. H. COVINGTON, President
Florida Federation of Garden Clubs.

"It really has a punch and should be of interest to anyone who is Florida minded. You have set a high standard."

—T. T. HATTON, Secretary,
Bradenton Chamber of Commerce.

"Believe it will find an immediate acceptance among Floridians and others."

—MARIAN HOBSON, Secretary,
Sarasota Chamber of Commerce.

"Too much praise cannot be given it. Both you and the State are to be congratulated."

—WALTER C. BENTZ, Estero,
The American Eagle.

"It's a peach!"

—BOB RAINEY, Pensacola,
The News-Journal Company.

"I derived a great deal of pleasure in reviewing its contents, as well as a tremendous amount of information regarding this great State of ours. If you keep up this pace, believe you will really go somewhere."

—R. O. RIDDLE, Executive Secretary,
Florida State Hotel Association, Inc.

"We hasten to record our high approval of the way in which Florida facts are presented."

—E. G. THATCHER, Secretary,
Vero Beach Chamber of Commerce.

"The entire publication is a credit to the State Road Department and the whole State of Florida."

—DAVID A. DENSLOW, Secretary,
Lake County Chamber of Commerce.

PRESS

"HIGHWAYS" MAGAZINE REVIVED

FLORIDA HIGHWAYS, under the editorial guidance of Sam Ellis, reached the mails and newsstands in mid-July; 48 pages, and handsomely done by its publisher, J. E. Robinson of Apopka. Editorial offices are in Winter Garden.

The issue revived a publication effort begun in 1924 by the State Road Department, then at State expense.

The new **FLORIDA HIGHWAYS** is not being published at State expense, but is the official organ of the State Road Department, and authorized medium of the State Highway Patrol, the Motor Vehicle Division and of other State departments.

The need for such a general type Florida publication has been universally felt, and if Publisher Robinson can keep his cost down to the announced \$1 per year, and 10 cents the copy, his circulation should shoot upwards.

July **FLORIDA HIGHWAYS** set a high standard. Editor Ellis, a former Jacksonville and Pensacola journalist, and betimes a legislative correspondent, ranks with the top in his profession.

The **MUNICIPAL RECORD** wishes this new publication every success and congratulates Chairman Thomas A. Johnson and Secretary H. H. Baskin and their fellow State Road Department officials on this initial effort.

FLORIDA HIGHWAYS, we predict, will contribute great strength to advancing Florida. — **FLORIDA MUNICIPAL RECORD**.

A Publication Worthy of General Support

STATE ROAD DEPARTMENT
OF FLORIDA

10c a Copy

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J. E. ROBINSON.....

Publisher

SAM ELLIS.....

Editor

FRANK P. BEDDOW.....

Advertising Representative

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of all of Florida's resources and possibilities. Not published at State expense.

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SEPTEMBER ROAD DETOUR BULLETIN

By THOMAS A. JOHNSON, CHAIRMAN

Effective from Sept. 15 to Oct. 15, 1941

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Fla. Road No. 1—U. S. Highway 90
Baker County—Bridge between Glen St. Mary and Macclenny under construction. Local detour provided. Nine months.

Fla. Road No. 2
Lee County—Bridge over Billys Creek (Ft. Myers) under construction. Detour over adjacent streets. Two months.

Fla. Road No. 2—U. S. Highway 17
Duval County—Closed between Jacksonville and Yulee, except for local traffic. Through traffic routed over State Roads 4 and 13 via Callahan. One month.

Fla. Road No. 4—U. S. Highway 1
Palm Beach County—Shoulder stabilization work in progress for 1½ miles between Jupiter and Martin County line. Travel one-way at direction of flagmen in daytime. Entire road open at night.

Fla. Road No. 5—U. S. Highway 41
Charlotte County—Road under construction for 2.665 miles between Lee County line and Punta Gorda is scheduled to be opened for traffic about September 10, until then use marked detours.

Citrus County—Local detour about one-fourth mile long just south of Inverness. Four months.

Lee County—Construction between Weavers Corner (Rd. 163) and Edison Bridge (Ft. Myers) for 1.727 miles, should be complete about September 10. Until then traffic will proceed with caution and observe warning signs.

Florida Road No. 8
Okeechobee County—Construction of overpass at S. A. L. tracks in Okeechobee requires detour over connecting links between Road No. 8 and Road No. 85.

Polk County—Construction of 5.935 miles of road between Frostproof and Lake Wales requires traffic follow detours as marked.

Fla. Road No. 18
DeSoto County—Bridge over middle fork of Horse Creek, between Arcadia and Manatee County line under construction. Detour over adjacent paved roads provided.

Fla. Road No. 24
Brevard County—Temporary bridges to draw span. Have been thoroughly reinforced to accommodate heavy Navy Department traffic at Banana River air base. Eau Gallie and Banana River bridges are not able to carry heavy traffic.

Fla. Road No. 27—U. S. Highway 94
Collier County—From Naples to six miles east, base being reworked. Traffic moves under direction of flagmen during construction, no detours.

Collier County—Bridges approximately 60 miles west of Miami under construction. One-way detour bridges, approximately 75 feet long, provided.

Dade County—From Miami to city limits west ten miles work is in progress. One-way detour provided along project, with signal lights governing traffic. Detour on project only one-half mile long.

Fla. Road No. 35
Madison County—Road being paved, Greenville to Jefferson County line. No detour; traffic handled through work.

Taylor County—Road being paved between U. S. Highway near Perry and Madison County line. Traffic routed over old roads and local detours. One month.

Fla. Road No. 36
Citrus County—Local detour between west end of present Road 36 and Road No. 5.

Fla. Road No. 40
Walton County—Detour timber bridge across "Big Swamp Creeks," between State Road No. 1 and Alabama State line.

Fla. Road No. 52
Washington County—Road under construction between Chipley and Wausau. Detour over county roads in fair condition.

Fla. Road No. 62
Santa Rosa County—Six mile detour over county roads between Cold Water Creek and Road No. 37. Detour in fair condition.

Fla. Road No. 69
Lafayette County—Mayo to Dixie County line being paved. Local detours on road shoulders. Six months.

Fla. Road No. 79
Polk County—Road under construction for 5.584 miles between Mulberry and Hillsborough County line. Three months.

Fla. Road No. 85
Martin County—From three miles east of Indiantown to eleven miles east, local traffic will use one-way trails paralleling project. Through traffic routed through Jupiter via Roads 29 and 4.

Fla. Road No. 90
Jackson County—Bridge out on Georgia-Florida State line. Detour via Malone.

Fla. Road No. 106
Madison County—Road being paved between Lafayette County line and Georgia State line. Short local detours on old road. Two months.

Fla. Road No. 119
Brevard County—Hydraulic fills and temporary bridges over Indian River at Titusville. Detour consists of temporary road and ramps with abrupt turns over which traffic should proceed cautiously.

Fla. Road No. 135
Liberty County—Detour over county roads from Liberty to south of Vilas. Seven months.

Fla. Road No. 140
Brevard County—Road connecting State Road No. 101 and Road No. 70 north of Cocoa Beach under construction for 1½ miles. Detour over old road which is in fair condition but should be traveled with caution.

Fla. Road No. 164
Collier County—Bridges lying between Sunniland and four miles south under construction. One-way detour bridges provided.

Collier County—Road under construction from Immokalee to ten miles south. No detour. Traffic will use grade, moving under direction.

Hendry County—Road under construction for 5.266 miles between seven miles and 12.2 miles south of Labelle. Two months.

Fla. Road No. 261
Bradford County—Bridge on Road between Road No. 13 in Starke and Clay County line under construction. Local detour on unpaved streets around new bridge. Five months.

Clay County—New location between Bradford and Putnam County lines. Use old road. Six months.

Fla. Road No. 486
Union County—New location from Alachua County line to Road No. 56 east of Providence under construction. Use old road. Two months.

Fla. Road No. 500
Leon County—Detour over State Road 76 and County roads between Tallahassee and Ocklochonee River.

Taylor County—Road between Tennille and Salem being paved. Heavy traffic between Perry and Williston advised to use U. S. No. 41 and Fla. 5-A through Mayo, Branford, High Springs and Archer. Five months.

Fla. Road No. 550
Clay County—New location between Road No. 38 at Camp Blanding and old Road No. 68 south of Middleburg being constructed. Use old road. Six months.

EDITORIALS

State Advertising Pays

LAST MONTH *Florida Highways* illustrated the front covers of a few of the magazines published by the various States in their efforts to attract new people and new capital. While most of these magazines are not included in the more than six million dollars spent annually by States in advertising they form an important part in the job of selling States to their own people and in informing outsiders of their respective advantages and opportunities. They are supported through advertising revenue from those who have faith in the future of their States and realize that new people are the foundation for new prosperity.

Florida's chief National advertising comes from the campaign of the Florida Citrus Commission, financed by a self-imposed tax on each box of citrus fruit marketed. While the primary purpose of this advertising campaign is to sell Florida citrus fruit, it indirectly sells Florida's climate, scenery, agricultural and commercial opportunities. No one, anywhere in the United States outside of the Land of Sunshine, can read one of these citrus advertisements without visioning the country in which this luscious fruit is raised. The citrus advertising fund averages a little more than \$800,000 a year.

Other Florida advertising ventures include the exhibits which have been staged under the management of E. W. Brown at the Chicago, New York and other fairs and at Atlantic City, the various efforts of the State chamber of commerce and the individual efforts of Florida counties, cities and communities, outstanding among them the Miami, Jacksonville, Daytona Beach and St. Petersburg campaigns. Pensacola has a city law providing for the collection of a two-mill tax annually for the financing of an advertising campaign and follow-up program.

Florida has plenty of competition in its efforts to interest outsiders in the State. Twenty-six States obtain advertising funds from the general fund, eight others earmark specific taxes for advertising, while five others obtain funds from both sources, making a total of 39 of the 48 States which provide funds for attracting people and capital.

These advertising campaigns are netting results. Figures for the first three years of operation of the Florida Citrus Commission advertising campaign indicate an increase of \$17 in net

returns to growers for each \$1 spent in advertising.

The results obtained from advertising for tourist trade are astounding. The Arkansas Publicity Advisory Commission reports that more than 5,000,000 tourists visited that State in 1940 and spent \$66,000,000, more than \$16,000,000 over the tourist expenditures for 1939. Louisiana's department of commerce reports an increase of 12 percent in 1940 over 1939 in tourist expenditures which reached a total of \$65,000,000 last year. New Mexico, which publishes one of the finest of the State magazines, reports through its State tourist bureau that out-of-State cars entering the State increased from 900,000 in 1935, when the bureau was formed, to nearly 1,700,000 in 1940. North Carolina's advertising division reports that its tourist trade has increased from \$25,000,000 in 1936 to \$64,000,000 in 1938 and \$100,000,000 in 1940. Wisconsin reports that non-resident fishing licenses total 134,771 for 1940, an increase of 22,000 over the previous year. Other 1940 tourist trade gains reported by the Council of State Governments include: Massachusetts, 10 percent; South Dakota, 15 percent; Illinois, Kentucky, Colorado and Oregon, 10 to 20 percent.

Industrial gains as the result of advertising are almost as startling as those made in tourist trade. Arkansas reports that 174 new industries have been established in that State in the year, while 36 which were there have been expanded. Massachusetts has had 261 additions to its industries and 215 major expansions. North Carolina has had 239 new industries added to its list and 256 additions to existing plants. New plants there represent a total of \$32,000,000 in new capital investments and an increase of \$19,000,000 a year in the State's payroll. Pennsylvania reports 390 new plants, Louisiana 222 new plants, with a payroll increase of \$25,000,000. New Jersey, Virginia, Illinois and West Virginia also report industrial expansion of major proportions.

Summing up efforts and results, it appears that the most successful idea is to inform both tourists and industrialists of the attractions available in a State. It seems there always are people who want to go to new places and see new things, and, the figures show, there always are industrialists with capital willing to be invested if they can find sites near to needed raw materials with an environment conducive to the happiness of their workers. We have those things in Florida.

HISTORIC FORT JEFFERSON...

Compiled by Workers of the Writers' Program of the
Work Projects Administration in the State of Florida.

Drawings by the WPA Florida Art Project

GRIM and lonely in a wilderness of sea and sky, Fort Jefferson looms above the waters of the Gulf of Mexico—one of the Nation's most somber relics. This old fortress-prison, known in the early days as the "Devil's Island of America," rises from Garden Key, one of the Dry Tortuga Islands, about seventy miles westward from Key West. No foreign force ever attempted the conquest of this citadel of the sea, which was erected as a key to America's defense of Gulf ports and the lower Atlantic coast.

Silhouetted against a westering sun, Fort Jefferson, when approached by boat from the mainland first gives the impression of a squat black hulk, a derelict ship floating on the water. Gradually the outline takes more definite form. Weather-stained brick walls rise dark and massive to a height of 50 feet above the island. There are four such walls each 476 feet long, and two that are 324 feet in length, joined to form a giant hexagon. At each of the six angles there is an out-thrust tower, or bastion, for observation and defense. Higher than the walls, and visible from the outside, are the top stories of the officers' quarters and the tip of the lighthouse within the fort.

A feudal moat 70 feet wide, filled with sea water, circles the entire structure. In this moat, according to story, man-eating sharks and savage barracuda were formerly kept as an outer guard to prevent the escape of prisoners.

Alongside the channel leading to the fort docks are the hurricane-twisted steel remains of navy coaling stations. Their construction, one at the north end and the other at the south end of the island, was the final attempt of United States authorities to utilize Garden Key for military or naval purposes.

The drawbridge that once crossed the moat was long ago replaced by a wooden bridge. The gaping entrance is flanked by rows of cell ventilators, many of them irregular in shape, like ragged wounds in the solid brick facing. One of these ventilators became so worn and enlarged that a prisoner succeeded in squeezing his wasted body through it and swimming to Loggerhead Key in a desperate attempt to escape.

Inside the fort, a 7-acre parade ground is encircled by cloistered walls, officers' and service quarters, and powder magazines. In the center of this area grow tropical trees and shrubs, including date palms, guavas, tamarinds, oleanders, and gumbo limbos. To the left of the fort entrance is a little museum containing rare specimens of shells and marine life.

The officers' quarters, now partly in ruins, were once handsome structures of brick and granite, with wrought-iron balconies, sweeping stairways, magnificent fireplaces,

and spacious apartments. These 3-story buildings, rising above the outer walls of the fort, would have offered an excellent target for enemy ships. When occupied they were luxuriously equipped, the splendor and comfort of their furnishings providing officers some repayment for serving in this remote outpost. Wives and daughters of the officers attempted to enliven the atmosphere with dinner parties and military balls, but the uncertainty of food supplies made extra-social occasions difficult when refreshments were to be served. The gaiety at parties barely thrust aside the dreary isolation that surrounded Fort Jefferson from its beginning.

From the interior of the fort the walls present an almost continuous series of gracefully arched openings. Within the arches are passages connecting with the casemates, or gun sections, which are floored with six inches of shale, their iron gun tracks supported by granite blocks. Cisterns were constructed below the casemates and provided with water through pipes that led from the terreplein, or upper roof, of the outer walls. Buckets could be dropped into the cisterns and water brought up to cool the guns when in action.

On the second floor many of the soldiers and laborers were quartered, and prisoners were kept in a number of cells. In two of these cells, the unfortunate Dr. Samuel A. Mudd, Fort Jefferson's most famous prisoner, was at different times confined. The American folk-saying, "your name is mud," is said to have originated from the dirty treatment he received.

A final military precaution, a last line of defense, were the iron railings that hang inside the walls near the top. The intention was that should the fort be invaded, the soldiers, placing planks on these railings, could use them as platforms from which to fire down on the enemy within the citadel.

Every effort was made to protect the powder, and the brick powder magazines are excellent examples of craftsmanship and intricate construction. The interiors are lined with yellow pine, fastened with square-cut nails, and the ceilings are dome-shaped. Zigzag ventilators and entrances were used for safety, and a 12-foot solid brick wall protected one of the major magazines.

The long-abandoned Tortugas Harbor Lighthouse, a brown pyramidal tower 67 feet high, is on the eastern wall of the fort.

Servants quarters, kitchens, and outhouses have through the years fallen into ruin. The fort bakery, a massive structure, is remarkable for the masonry of its ovens. The fort has one oven that was not intended for baking bread. It is a "hotshot" oven, where cannon balls were to be heated red hot before firing, with the hope that the fiery balls would set aflame an enemy's wooden ships.

Many persons have died within the walls of Fort Jefferson but only one lonely grave is visible—that of a lighthouse keeper's wife.

Like sleeping monsters, half submerged in sand and

grass, a number of huge old cannons are scattered about. There is no military glory in the history of Fort Jefferson, and its guns have never blasted out in defense of the Dry Tortugas, but they serve as reminders of the original purpose in the fortification of Garden Key, and of the international situations of the nineteenth century which led to the construction of Fort Jefferson.

The walls embrace the scene of events scarcely paralleled in American history for suspense, misfortune, and tragedy. Storms swept the island. Supplies, shipped from a distance, were delayed. Under-nourished and over-worked under the blazing sun, the men were susceptible to epidemics of serious diseases. Fort Jefferson's evil reputation spread rapidly after the War Between the States. Prisoners were shipped here, sentenced to hard labor, chains, and dungeons. So miserable was their existence that many faced almost certain death in attempting to escape in ramshackle boats. Under the repeated attacks of pestilence so many of Fort Jefferson's inmates were stricken that few were healthy enough to care for the sick.

1513-1846. The story of Fort Jefferson is a continuation of the episodes of the Tortugas, recorded since the time of Ponce de Leon. That early explorer, on his famous voyage in the year 1513, twice sighted a group of islands west of the tip of the Florida peninsula. Later, retracing his course, he landed and called the islands Las Tortugas (Spanish for tortoises), because there he captured 160 tortoises for food.

In 1566 Pedro Menendez de Aviles explored the Tortugas, attempting to find passage between the Florida Keys for the treasure ships of New Spain. For three centuries after Ponce de Leon's discovery, the Dry Tortugas were traditionally little more than a pirate's nest, not stamped out until Commodore David Porter's naval expeditions in the 1820's.

With the rest of Florida, the Tortugas were ceded to the United States in 1819 and by 1825 a lighthouse had been erected on Garden Key. When the strategic location of the Tortuga group was recognized by the United States, Fort Jefferson was planned as the key to American defense in the Gulf of Mexico.

Because she did not want to see the United States grow in power, Great Britain objected to the fortification of the Tortugas, contending that the United States wished to seize Texas and that the freedom of Mexico would be lost if the American government were allowed to proceed further. In 1842 a report of the Secretary of the Navy stated: "The mouth of the Mississippi, so far as commerce is concerned, is not at Belize but it is the narrow pass between Cuba and Florida. Trade winds and Gulf Stream setting in from the east and west forbid the passage of vessels on the south side of Cuba; they are under the necessity of following the course of that stream and passing into the Atlantic through the Gulf of Florida. Hence the entire trade of the Mississippi and its tributary rivers—is at the mercy of whatever power may happen to command the outlet of the Gulf of Mexico."

Further investigation led to the reservation of Garden Key for military purposes on December 17, 1845. Plans for fortification were soon completed.

1846-1861. Lieutenant Horatio G. Wright, of the

United States Engineer Corps, was given the task of constructing the fortifications. Wright reached the Tortugas in December 1846, and began construction of temporary wooden buildings for his workmen. The engineer department had made contracts with private companies for the construction of these buildings and a delay in fulfilling the contracts was the first idea Wright had of the obstacles confronting him.

One of the most serious of these was the settling of the concrete foundations. The original plan called for a poured concrete foundation 2 feet thick and 14 feet wide. The plan was changed, and the foundation was laid in crosswise, grill-shaped sections, but they sank into the ground just as solid sections had done. The builders finally had to dig down 10 feet to the coral bedrock in order to erect the foundations.

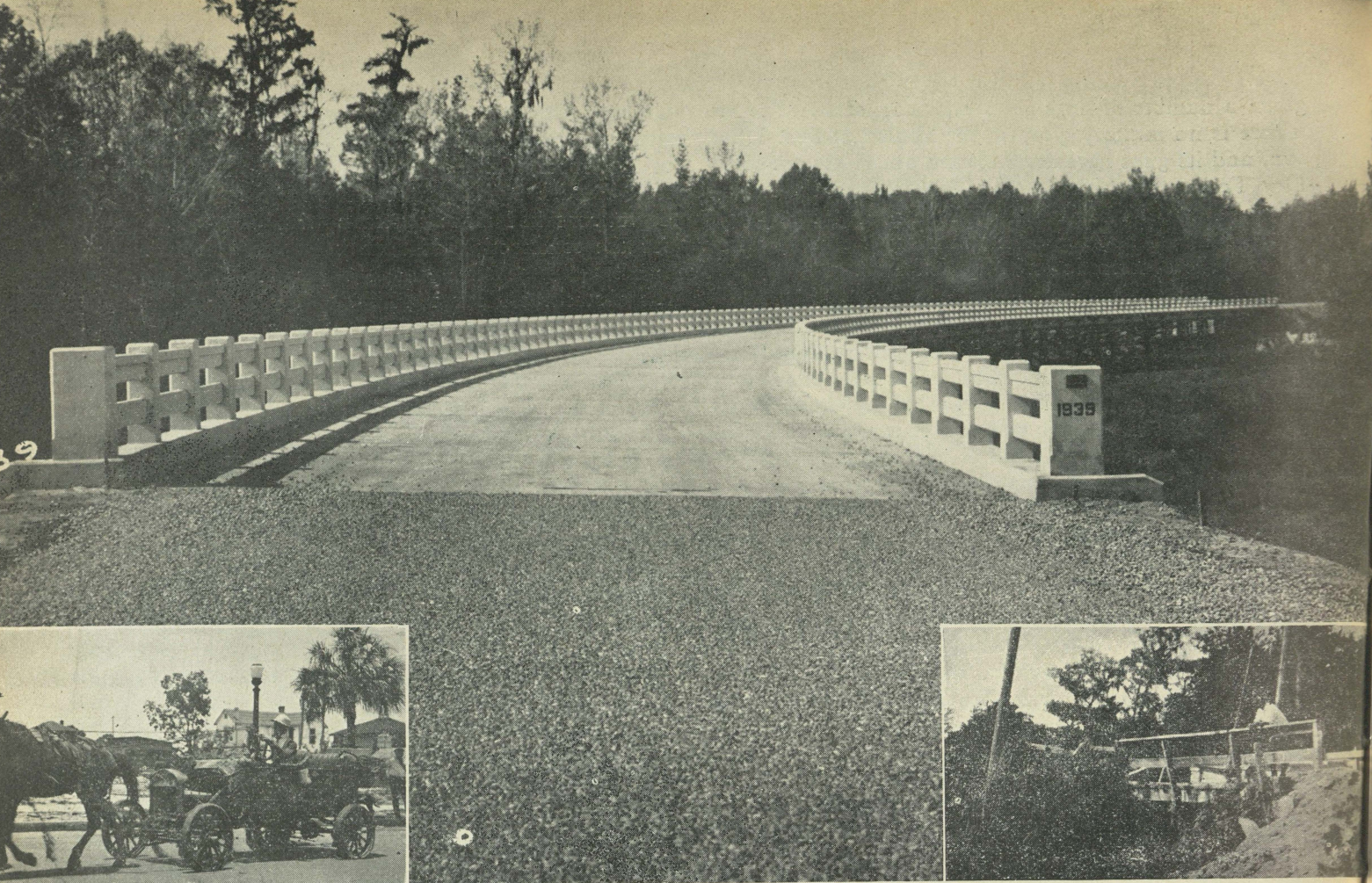
Materials were another source of worry. In the early stage of construction, practically all materials were shipped from northern ports. But with the discovery that northern brick soon crumbled in the tropical climate, contracts were closed with Gulf Coast firms, who supplied brick until the beginning of the War Between the States. With the exception of brick and lumber, however, all supplies had to be brought from the north. Such shipments were often lost or delayed because of the hazards of the voyage.

Many other obstacles confronted the engineers. Food was scanty and so poor that the workmen came down with scurvy. Workmen were hard to get because few were willing to labor in the heat of a tropical climate. Until the freeing of slaves in 1863, negro slaves from Key West and St. Augustine, hired out on contract by their owners, made up the majority of the laborers. Slave escapes were common.

The first slave break occurred July 10, 1847, when seven negroes escaped. They destroyed or took with them all craft which might have been used by their pursuers, except an old unseaworthy boat lying half-sunken in the harbor. This boat was hastily patched and launched, but when it had approached to within a few miles of the schooner the negroes had commandeered, the desperate fugitives cut down the masts of the ship and renewed their flight in a small boat which the pursuing barge could not overtake. The slaves were picked up by a passing ship and placed under arrest at Key West. This quick recapture convinced slave owners that their property was safe on the Tortugas and from then on it was easier for the government to lease negroes.

Meanwhile, work on the fort moved slowly. By 1848 the temporary buildings were completed and the 69-foot brick section of the officers' quarters was partially constructed. This was a 3-story building with three detached kitchens. In the same year construction of the moat wall was started, but it was not until 1851 that the main part of the fortifications was begun.

Nature, herself, stood against the intrusion of man. Even before construction was begun, a hurricane so changed the shores of Garden Key that the survey of 1846 was of little value. Another fierce storm struck in 1850. During October of that year, fever took one life. In 1854 the fever reappeared, infecting almost every person in the fort. Again only one death occurred, and strangely enough there was (Continued on page 28)



Florida Road Building a Business

PROBABLY nothing could better typify and summarize the giant strides of progress in the last quarter century than an account of highway building. Highway building has kept pace; always close on the heels of leaders in progress. Viewed from the standpoint of dollars and cents road construction and maintenance has come to be big business. This is true of Florida as in the rest of the United States—leader in the mass production and usage of motor vehicles and, hence, leader in highway construction.

During the justly sentimentalized horse-and-buggy days of the past the business of providing and maintaining rural roads in Florida could certainly not warrant being classed as big. Old Dobbin was not so finicky about the road over which he plodded. Just move the stumps, a few of the roots and avoid the deeper streams, was all he asked. Making the road for him was simple. Any responsible citizen of the neighborhood could plan and supervise the work. His neighbors could do the work, with manual tools mostly. If a river had to be crossed there was the ferry. The art of boat building was much better understood than that of bridge building. And besides Dobbin usually wasn't going very far from home, so what was provided had only to please the home folks.

But then came the self-propelled vehicle, bringing visions of its potential use. The county seat was no longer

By W. M. Parker

Division Engineer
Division of Research and Records
State Road Department

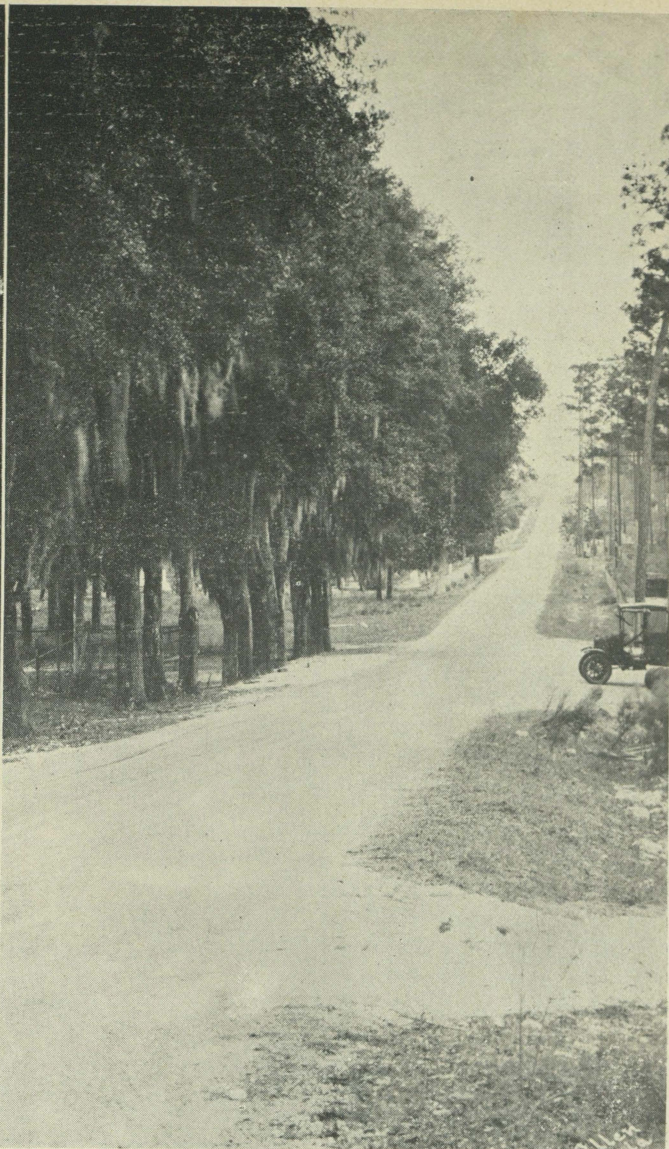
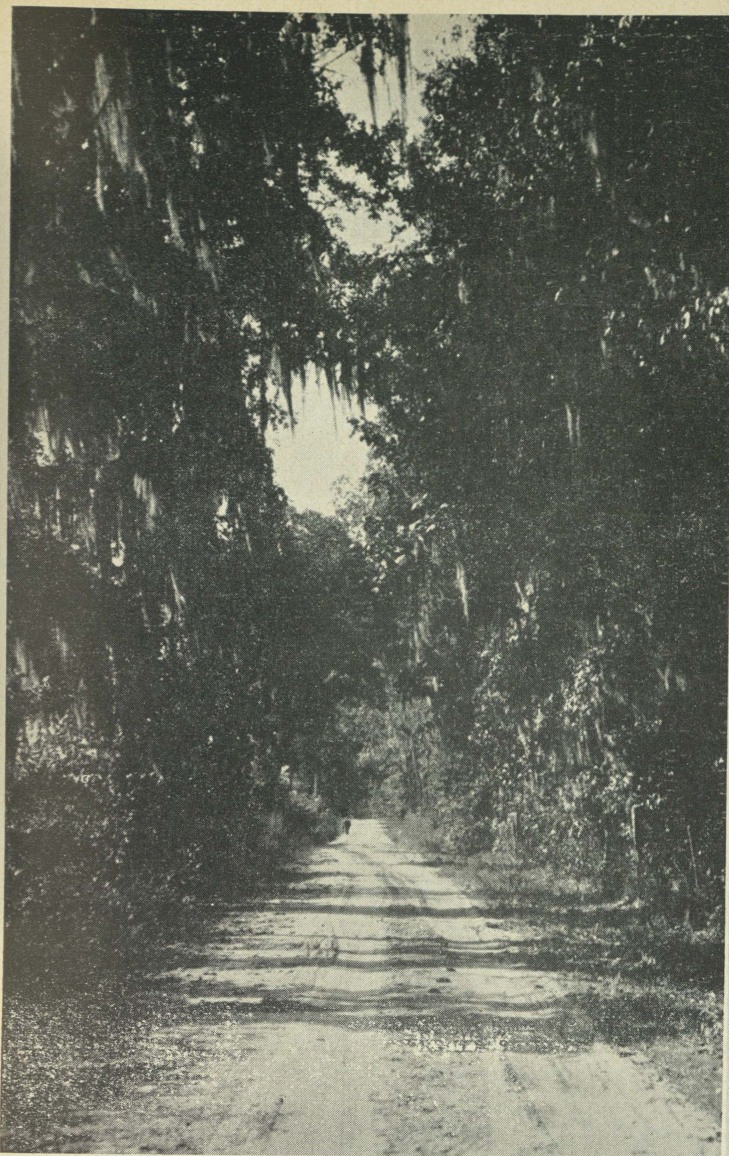
the limit of distance in travel! Thirty miles a day not the limit in speed! In a short span of years the size of Florida had shrunk to less than one tenth its size in terms of travel. Relatively only a few years ago a road trip of a hundred miles was an item

of such interest that it drew considerable comment; yet last year more than one million such trips and longer were made over the highways of Florida.

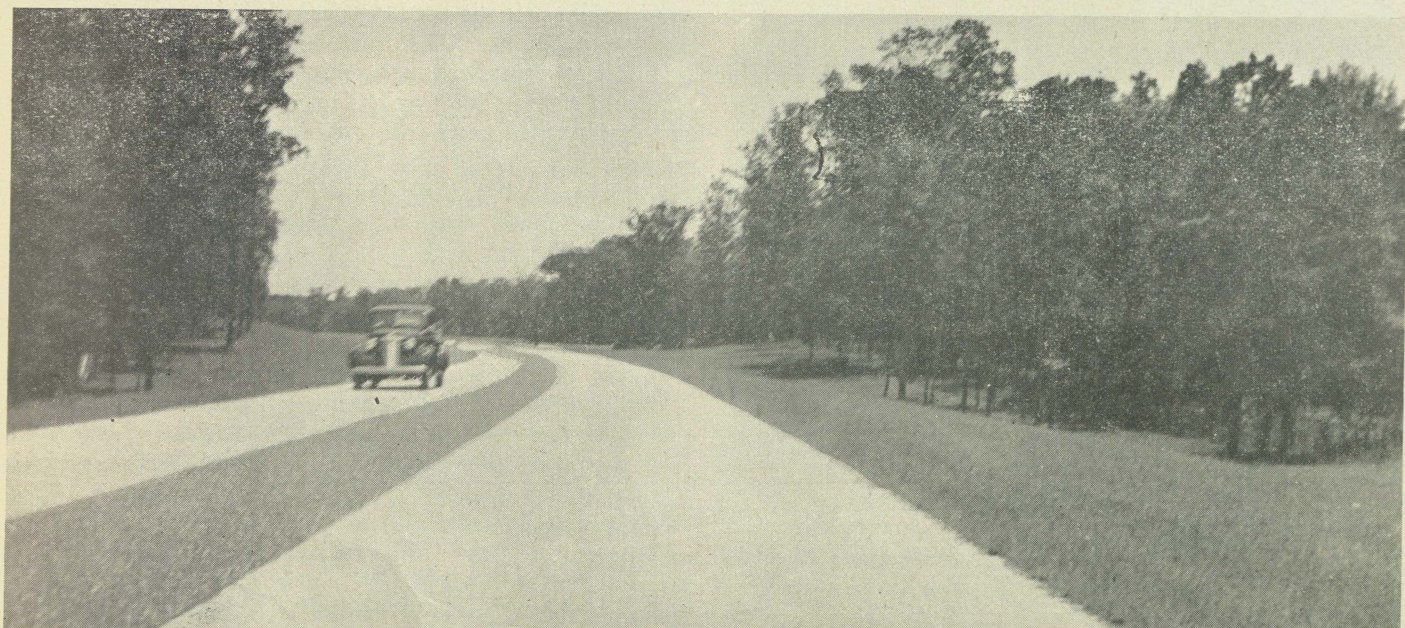
But, even with the possibilities envisioned for wider travel range, the job of rural road building was still left with local authorities. The State had sovereign jurisdiction but the counties were charged with the responsibility for providing roads. It was not until 1915 that Florida responded to the demand for a change of this policy.

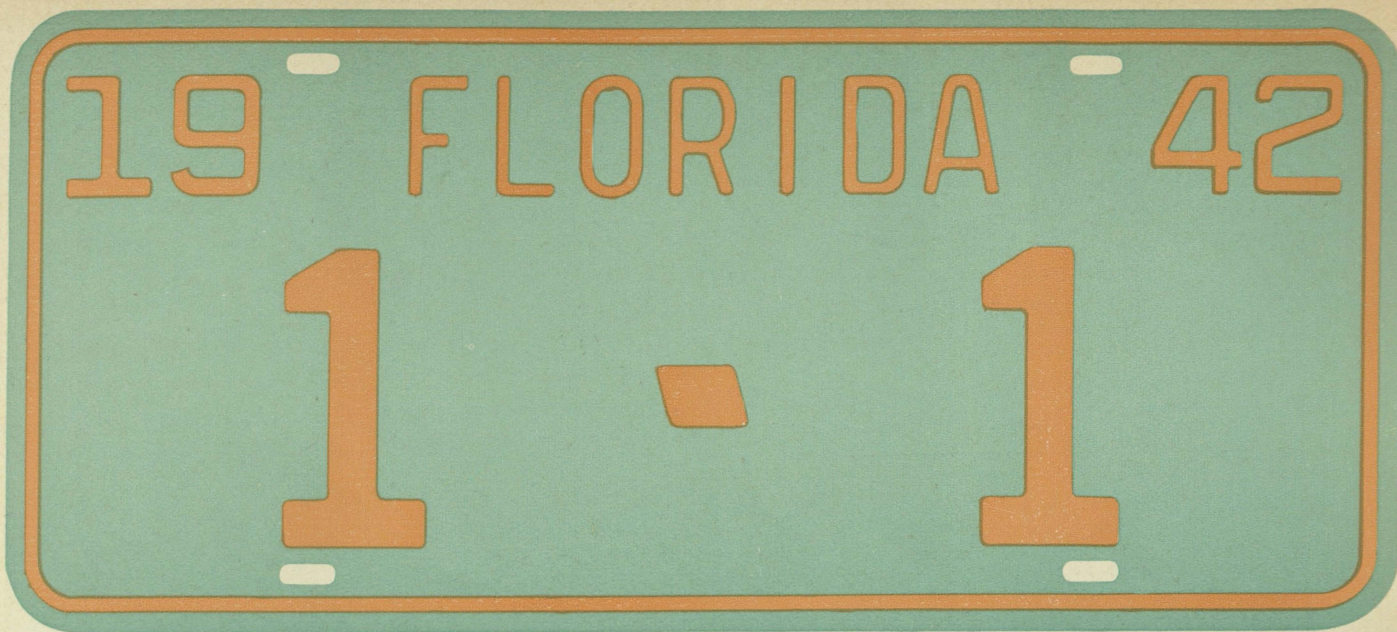
In that year the State Road Department was created; "—to collect data and information as to all roads in the State, and where practicable have maps and plats thereof made; to investigate and collect data and information as to the best methods and ma- (Continued on page 32)

Above is one of the modern spans which is a part of the system of bridges and fills crossing the Escambia River at the head of Escambia Bay between Milton and Pensacola. Left inset is a typical scene in towns before good roads—a luckless motorist getting the one-horse-power tow after an encounter with rural highways. The right inset is the granddaddy of the bridge shown in the large photo, typical of the early type highway in Florida.



At the left above is a scene showing the early type of improved road. Quite an improvement over all sand roads but with no idea of modern traffic. Taken near Blue Springs, Jackson County. At the right, a later type of improved road, some rock here but still not capable of taking care of traffic other than that made up by car seen at the right. Taken in Marion County. Below, modern type of improved road calculated to take care of traffic in that area for several years to come—two lanes of concrete with a dividing lane of crushed rock.





Prison Makes Automobile Tags...

FLORIDA cars carry one hundred and eighty tons of steel moulded into license tags on which 2,500 gallons of enamel have been baked, with 800 pounds of ink covering the figures. Eighty prisoners work three months, using \$26,000 worth of high grade machinery, in making the tags under the immediate direction of Mr. James Ritch, tag plant manager, and the general direction of Mr. J. G. Godwin, production manager for the prison.

The steel is purchased on bids from the major steel companies. Purchases for 1942 tags was placed with the Tennessee Coal and Iron Company of Birmingham at a price about ten percent in advance of the price of the 1941 tags due to the demands by the government for defense steel. The paint comes from Sherwin-Williams this year and the ink from Ault and Wiborg, these companies having submitted the lowest and best bids. The order is placed by the board of commissioners—the governor and his cabinet.

The making of tags starts in the early spring and the last tags are delivered to the tax collectors in the various counties by November thirtieth each year. August, September and October are the manufacturing months, but preparations start much earlier when samples of steel are called for from the leading steel companies and paint and ink from many manufacturing concerns. The steel is tested carefully to determine its flexibility, for brittle steel cracks under the pressure of the big machines and soft steel bends too easily after installation on the automobile. The steel must be just right and the testing is carefully done by the prison tag plant. A similar testing process is given the paint and ink, chief defect of most paints being the tendency to leave almost invisible cracks after baking which permits the steel to rust when exposed

By L. F. Chapman

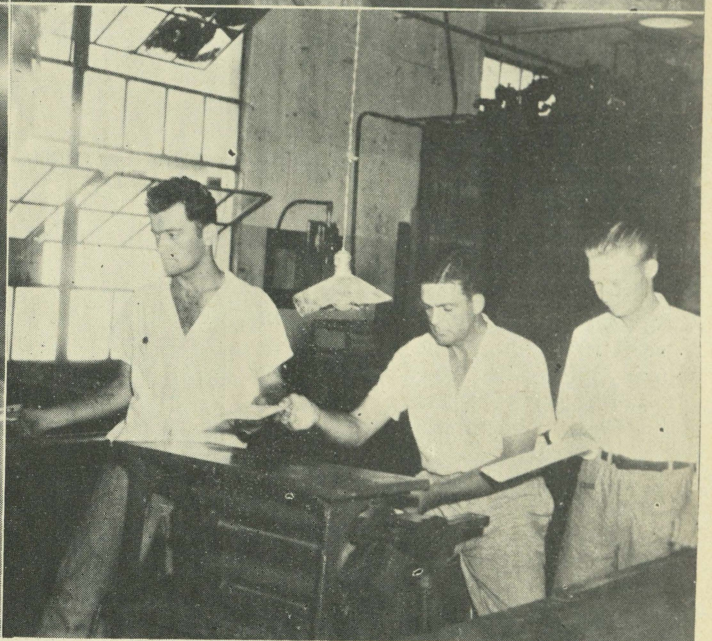
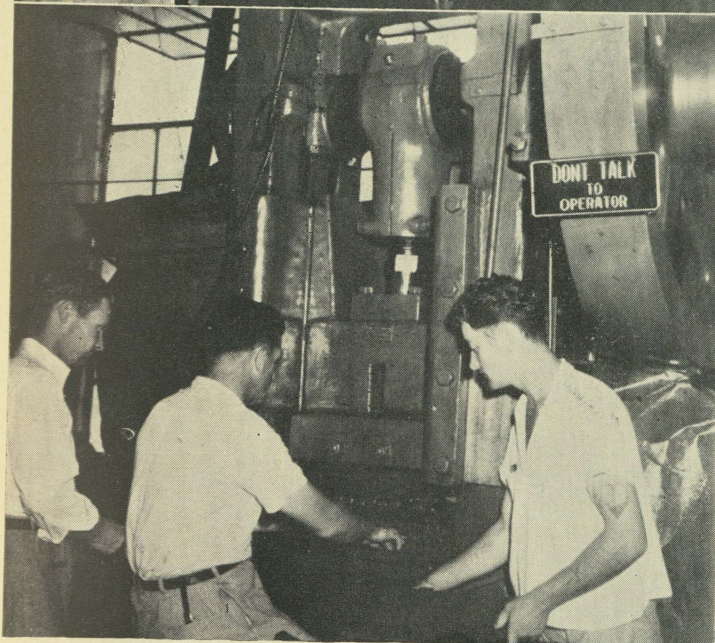
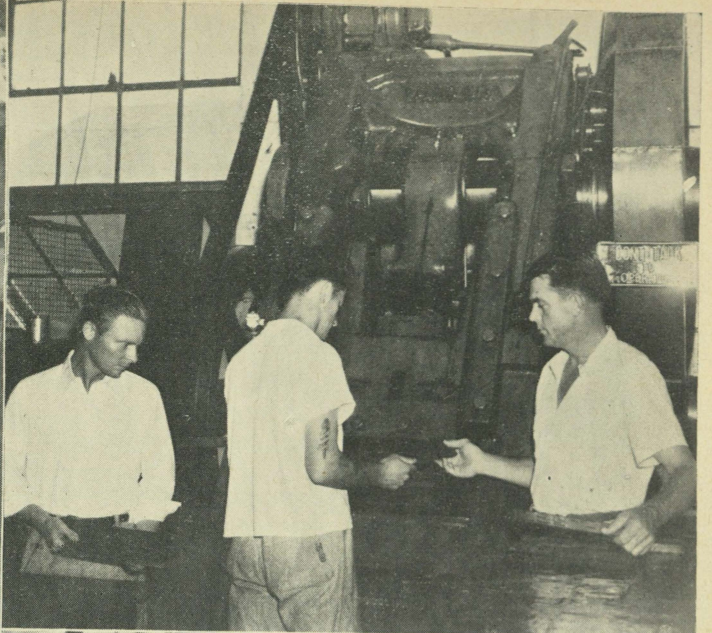
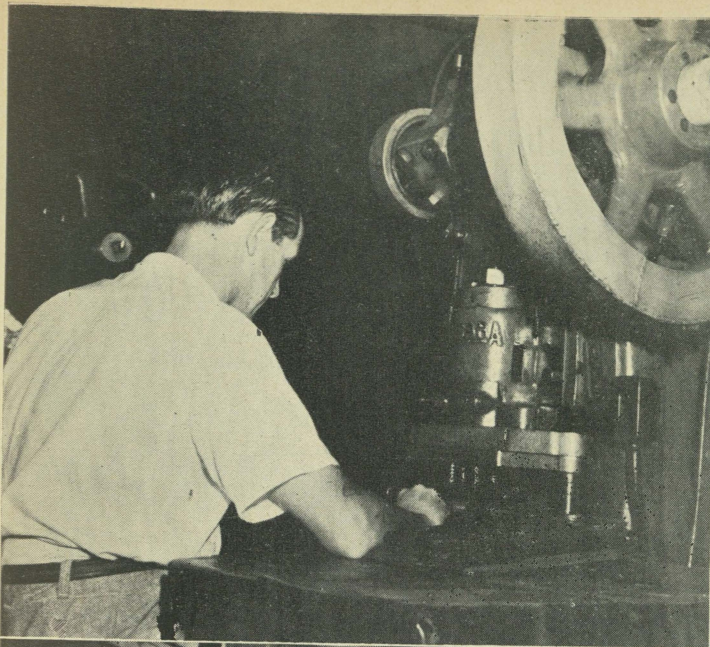
Superintendent
Florida State Prison

to rain and sun, to dust and sea air. Only a superior paint and ink will stand the punishment which most car owners give their tags.

Certain complaints have been heard when paint wears off before the year is gone, chiefly when white paint is used either for background on the tag or on the lettering. The cause is two-fold: white paint has a chalk base which hardens and flakes when exposed to the weather after mounting on steel; also it rubs off easily after several months. To preserve a tag with white paint the car owner should wax the tag several times during the first month or two just as he waxes his car to preserve the enamel. This habit will keep a tag fresh and clear throughout the year, even when white paint is used. Other colors have a metal base and usually do not flake or fade easily.

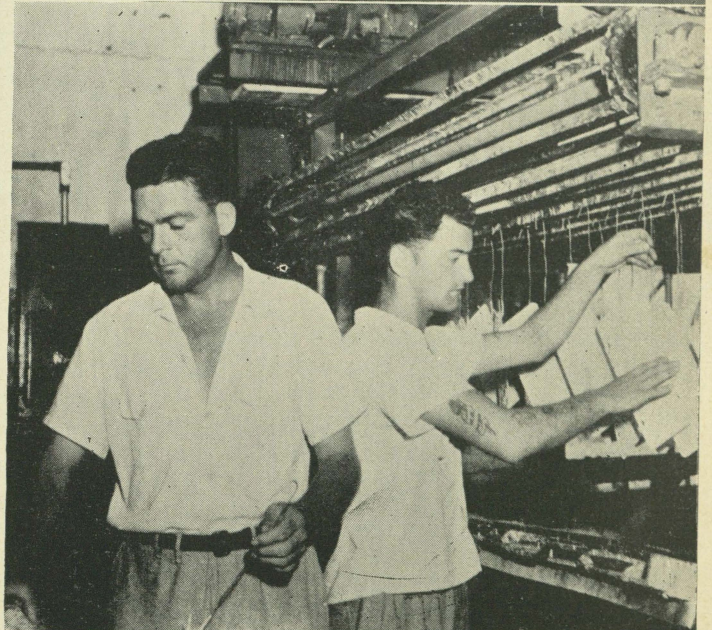
The steel comes from the mills in sheets twelve inches wide and six feet long and the actual manufacture of the tags starts when these sheets of steel are fed into the first machine which clips them into plates twelve inches by five and one half inches, slightly larger than the finished tag. These plates then are diverted into a series of machines which punch the holes in the top and bottom to fit the tag racks on automobiles, round the corners and generally prepare the flat plate for the first of the heavy duty machines—the numbering press.

These presses are tremendous machines which weigh many tons and exert a pressure of hundreds of tons on the plate, impressing the numbers and lettering and rims in a succession of operations. The numbering process is unique in that the dies are fed to the machines by hand and the plate inserted also by hand. It is not unusual for an operator to lose a finger in feeding the big machine, although it is noted that the prisoners learn to operate this machinery with remarkable dexterity. The plates

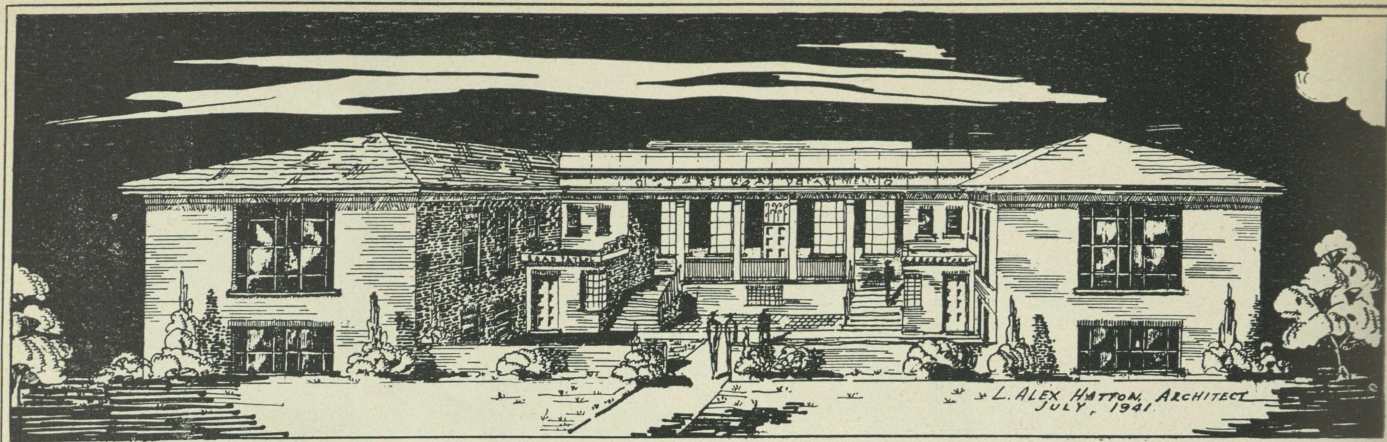


emerge from this battery of immense machines with numbers in consecutive order, rims and lettering perfectly distinct but still merely the color of unfinished steel, a sort of dark blue. The mechanical process takes about two minutes from the time the sheet steel starts into the first machine until the tag emerges from the last machine.

The painting is an altogether different process. A slow moving chain conveyor from which numberless hooks are hanging carries the tag, each tag suspended from a hook, over and into a large vat in which the paint is placed. The vat itself is three feet wide, three feet deep and seven feet long and contains four hundred gallons of paint. From this vat the tags move slowly over the drip channels and surplus paint drains off. Then they shunt into the electric oven heated to two hundred and ten degrees. An endless chain carries the tags back and forth in the oven for an hour (Continued on page 26)



Top left, punching machine; top right, rimming machine; center left, numbering machine; center right, inking machine; bottom right, paint drip rack on endless chain.



Offices of District No. 1 of the State Road Department will be housed in a new \$50,000 building on State Road No. 2 entering Bartow, as soon as the building illustrated above by the architect's drawing is completed.

The building, designed by L. Alex Hatton, former Bartowan now of Bradenton, will have a 108-foot frontage and a depth of 75 feet. Approach to the building is through a patio formed by the three sides of the building. A public lobby and general office will be located in the main floor with district offices and drafting room in the wings. The sub-basement will contain offices for the district State road patrol, blue print room and testing laboratory. In the rear will be garages for employees.

Exterior walls of the building will be of face brick eight inches thick. Window frames will be of steel and floors of concrete. The roof will be of tile, walls of plaster and ceilings of composition board.

One of the features will be a floor map of Florida showing principal highways.

Miami Herald Praises Johnson..

EVEN Foes Praise Able Tom Johnson," is the way the *Miami Herald* heads an article by Allen Morris published Sunday, August 17, lauding the efforts of Thomas A. Johnson, popular chairman of the State Road Department.

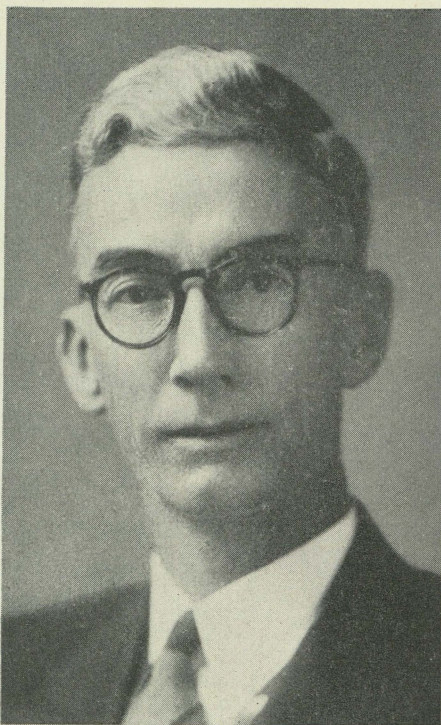
The article says:

"Once in a blue moon a man gains high office in government through politics and does an outstandingly splendid job which causes even foes of the administration to applaud its appointee unreservedly. Such a man is Tom Johnson, chairman of the State Road Department.

"The success of Thomas Arthur Johnson perhaps was to Governor Holland as much of a pleasant surprise as it was to persons who knew of Johnson only through hearsay at the time of his appointment last spring to this position which contains so much headache and heartburn.

"For the chairmanship of the politically-surcharged road department is a task which demands the patience and zeal of an early Christian martyr, and a task which becomes more difficult year by year as problems of highway building and maintenance increase with the seven-league growth of the State.

"Nicknamed 'Smokestack' long ago by wily, one-eyed Sidney J. Catts during a campaign in which



THOMAS A. JOHNSON
Chairman State Road Board

Johnson fought the man who was elected governor in another year, the chairman came to the road department with a reputation for political sagacity.

"Johnson proved himself soon to be a thoroughly delightful gentle-

man, courteous and almost shy, but with a remarkable flair for the fine art of sending patronage-hungry politicians away smiling at the very same time that business was being dispatched efficiently.

"He could multiply four figures by four figures—say 5,896 by 3,742—in his mind without batting an eye. He could keep promises and perform favors with the scrupulousness of a successful politician. He could analyze engineering reports as well as he could election returns.

"Johnson shares with one of his predecessors, Chester A. Treadway, and two or three other members of Governor Holland's 'brain trust' credit for the historic victory of the adoption by the 1941 legislature of the Holland plan to end the perennial squabble over gasoline taxes.

"Tall, almost wraith-like in his slenderness, and constantly puffing one of the long, black cigars which amount to a trademark, 'Smokestack' Johnson is a third-generation citizen of Pensacola. He has been a railroad car clerk, the chief clerk of circuit court before he was 21 years old, the manager of a drydock company, a practical engineer, organizer of the State racing commission's auditing system, and director of Federal housing projects.

"Johnson long has been a politi-

(Continued on page 25)



McLane Hall—Girls' Dormitory, Florida School for the Deaf and the Blind.

Out of the Silence and the Dark . .

THE Florida School for the Deaf and the Blind is located in St. Augustine. It is strictly an educational institution supported by the State and under the direction of the State Board of Control.

In 1882, Thomas H. Coleman, a young man about to graduate from Gallaudet College, the National College for the Deaf, Washington, D. C., and a graduate of the South Carolina School for the Deaf and the Blind, in looking about for a field in which he could be most useful to those who were deprived of the sense of hearing discovered the fact that Florida was one of the States that had not made provisions for the education of her deaf and blind children.

He wrote to Hon. W. D. Bloxham, then governor of Florida, and found him favorable to the establishing of a school for such children. Governor Bloxham asked for information as to the amount of appropriation needed, the number of buildings required, the number of instructors and employees needed and certain other information.

The sum of \$20,000 was suggested as a minimum appropriation. Plans were made for the erection of suitable buildings and in a short time a construction program was

By Dr. Clarence J. Settles

President, Florida School for
the Deaf and the Blind

underway. The time consumed in the original building program was from early 1882 to early 1885. The school was opened the early part of February 1885, consequently is one of, if not the oldest, educational in-

stitutions in the State of Florida. The school celebrated the fiftieth anniversary of its founding in 1935.

Governor Bloxham's interest in the Florida School for the Deaf and the Blind did not end with his term of office—he always remained interested in the welfare of the school. Before passing away, he left a considerable sum of money which has been invested in interest-bearing bonds, to provide scholarships for deaf and blind students who wish to attend institutions of higher learning.

The school campus contains 26 acres, 18 buildings, and 5 miles north of St. Augustine it has a farm of 500 acres at which is maintained one of the finest dairies in the State that supplies a wholesome amount of milk for the student body.

The student body at the present time numbers 352 pupils, two-thirds of whom are deaf and one-third blind. The term of school is for nine months, opening early in



September and closing early in June. Pupils are received at the age of six and are kept until graduation or until such time as they have acquired a well-rounded out academic and vocational education.

The education of the deaf and the blind is a special educational field and all the instructors must be especially prepared for this special field. The school has a splendid faculty, a number of whom in addition to being college graduates, have had several years of special training.

In the department for the deaf every child is given the opportunity to learn to read the lips and to talk. About 85 percent of the pupils in schools for the deaf in the United States are taught by this method. For that group of pupils unable to learn to read the lips and to speak, the manual method is followed. The modern trend in the education of the deaf is auricular training in which great strides have been made the last 10 years. The school is well provided with a number of instruments for instructive purposes of recognized worth such as the Radio-ear, the Aurex and the Sonotone, and more are being added as needed.

Students with a certain amount of residual hearing may be taught through the ear by the use of proper hearing aids. This method of education gives the child a more natural voice and about 2 years' time or more may be saved in the education of a deaf child. It usually requires a typical deaf child 14 years to complete a course of study which corresponds to that of the junior high school.

These hearing aids are built very much along the line of construction as the radio. A teacher talks into the microphone and each child has a receiver. Each receiver has a dial by which the child may intensify or diminish the sound according to the need. The instruction by auricular training is a modern trend in the education of a deaf child.

In the department for the blind the children are taught by the revised Braille method which is uni-

Science is taking an increasing part in the training of both the deaf and the blind. The top picture shows a class in auricular training for the deaf. The middle picture is a class of youngsters learning to read Braille. The bottom photo is of a student in the school's Braille library.

versal. During recent years Congress has provided large sums of money to put more books into Braille and to provide the Talking Book for the blind. The school is well provided with every type of modern equipment for the education of the pupils entrusted to its care. Federal appropriations have made it possible to provide almost 100 Talking Books for the adult blind in different sections of our State.

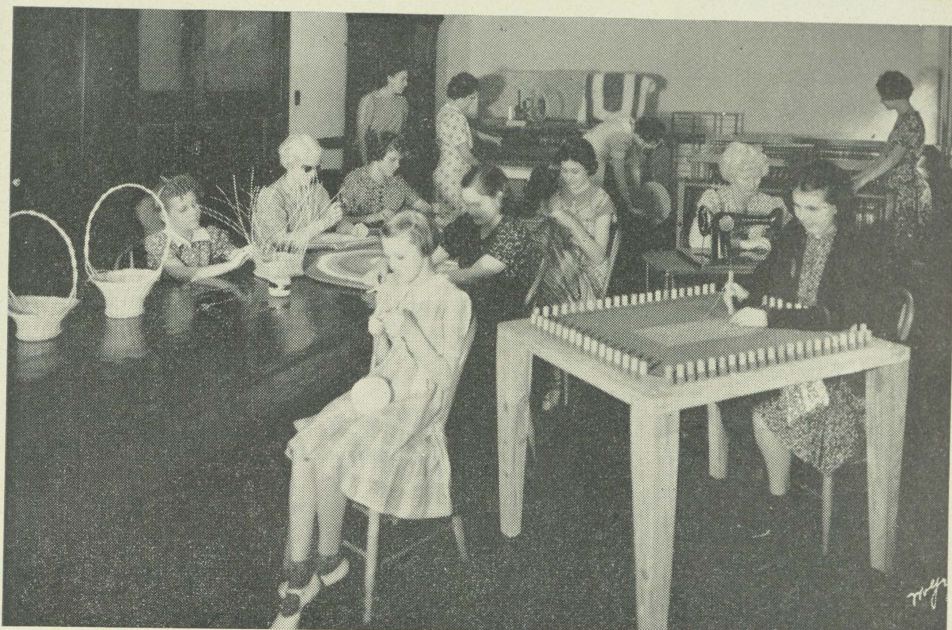
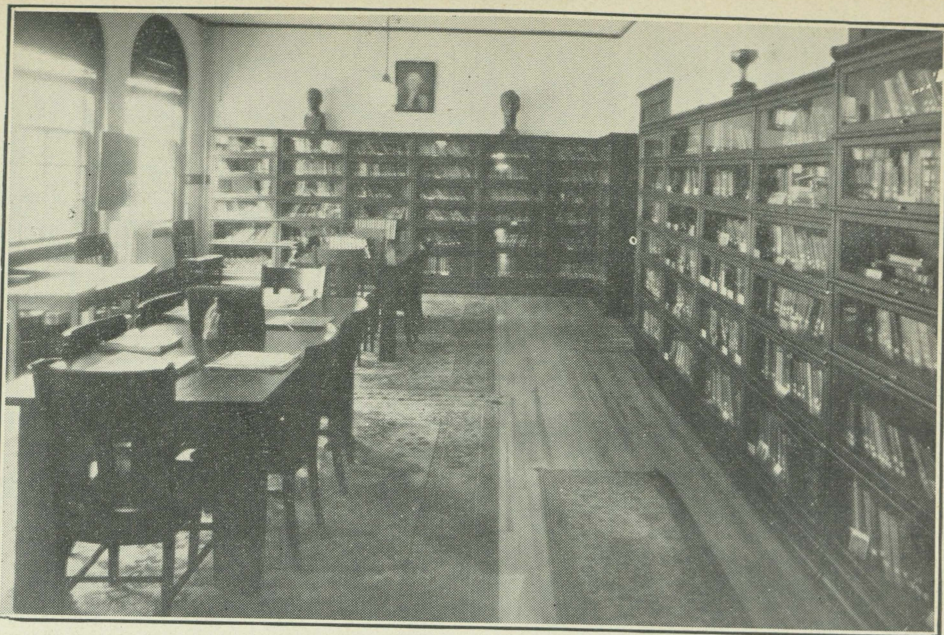
Vocational training is of paramount importance to our students, for it is out in the industrial world that most of them will earn their livelihood. Boys are given an opportunity for what is termed "general shop work" which consists of working under the direction of our superintendent of maintenance, by which they learn to do general repair work in every department of the school. This gives an opportunity to study the ability and aptitude of the individual student, and, we think, helps very much in making proper placement for vocational training.

A very careful study is made of the different kinds of vocations and possibility of success in our State. Before a student is allowed definitely to take up the study of any vocation, he is tried out in various kinds of vocational work. Pupils in the department for the deaf are given instruction in printing, linotype operating, gardening, floriculture, painting, kalsomining, wood-working, general carpentry work, shoe repairing, barbering, general repair work and elementary plumbing. As much opportunity is given as possible for practical experience.

The girls in the department for the deaf receive instruction in dressmaking, rug weaving, typewriting, cooking, plain and fancy sewing, laundry work, homemaking, beauty culture and crafts. Many of the girls, after completing the course in beauty culture, have obtained positions. All students possessing proper ability have the opportunity to receive some instruction in art.

Recently we have tried the plan
(Continued on page 24)

The school library (top) is most complete and is a favorite place with deaf students who have mastered reading. Handwork and sewing is a necessary accomplishment for the blind students as is shown in the center photo. At the bottom is a class in the workshop for the blind.





Front Lines on Florida Front Porches . . .

TODAY it is still true that an army travels on its stomach and in the war of today, with the front lines moved up to our front porches, a nation's army is composed of every man and woman within its borders.

"Food Will Win the War," Herbert Hoover's famed slogan of the campaigns of 1917-18, today was never more true and America's army of 10,000,000 farmers may, in the course of time, have more to do with winning a war than guns, planes and battleships.

If one doubts the importance of the part that the farmer plays in the vital program of National defense, he has only to recall that the farmer is the man who produces all the food for both military forces and civilians. The soil is the source of all food materials; also the source of vegetable oils, such as linseed, cottonseed, soybean, tung and peanut oils, as well as the major portion of fibre materials, including cotton, flax (from which linen is made) and wool. The farmer is the engineer who collaborates with nature in getting these very necessary

By Dr. Wilmon Newell

Provost for Agriculture
University of Florida

materials from the soil. It is little wonder, therefore, that both the National and State governments, in the present emergency, have fully recognized the importance of agriculture in the defense picture and

have made plans accordingly.

From the food and fibre standpoint, probably no country was ever in better position to meet an emergency than ours. During several years past, large surpluses of wheat, corn, rice, tobacco, cotton and other staples were piling up, piling up, in fact, to such an extent as to become a source of slight embarrassment to government officials. Almost overnight we have come to realize that these surpluses are, after all, great reserves to carry this Nation and its allies through the troublesome times ahead. What would the Axis countries not give at this moment to have similar reserves of food and clothing materials?

*Dr. Wilmon Newell also is chairman of the Advisory Committee on Agriculture of the State Defense Council.



The home garden is a bulwark of security and defense in times of stress. Top of opposite page, Mrs. Munroe Paul's home garden in Holmes County.

Above, Florida farmers are responding to the call of our government to produce more pork and pork products. The picture shows a herd of purebred Duroc-Jersey hogs on farm of Carl C. Green near Ocala. He raises about 200 registered hogs a year, sells most of them as breeding animals.

At right, Florida 4-H Club boys and girls have done their part in collecting scrap aluminum for defense use. The picture shows a group of students at the Turkey Creek (Hillsborough County) school and the aluminum they have collected.



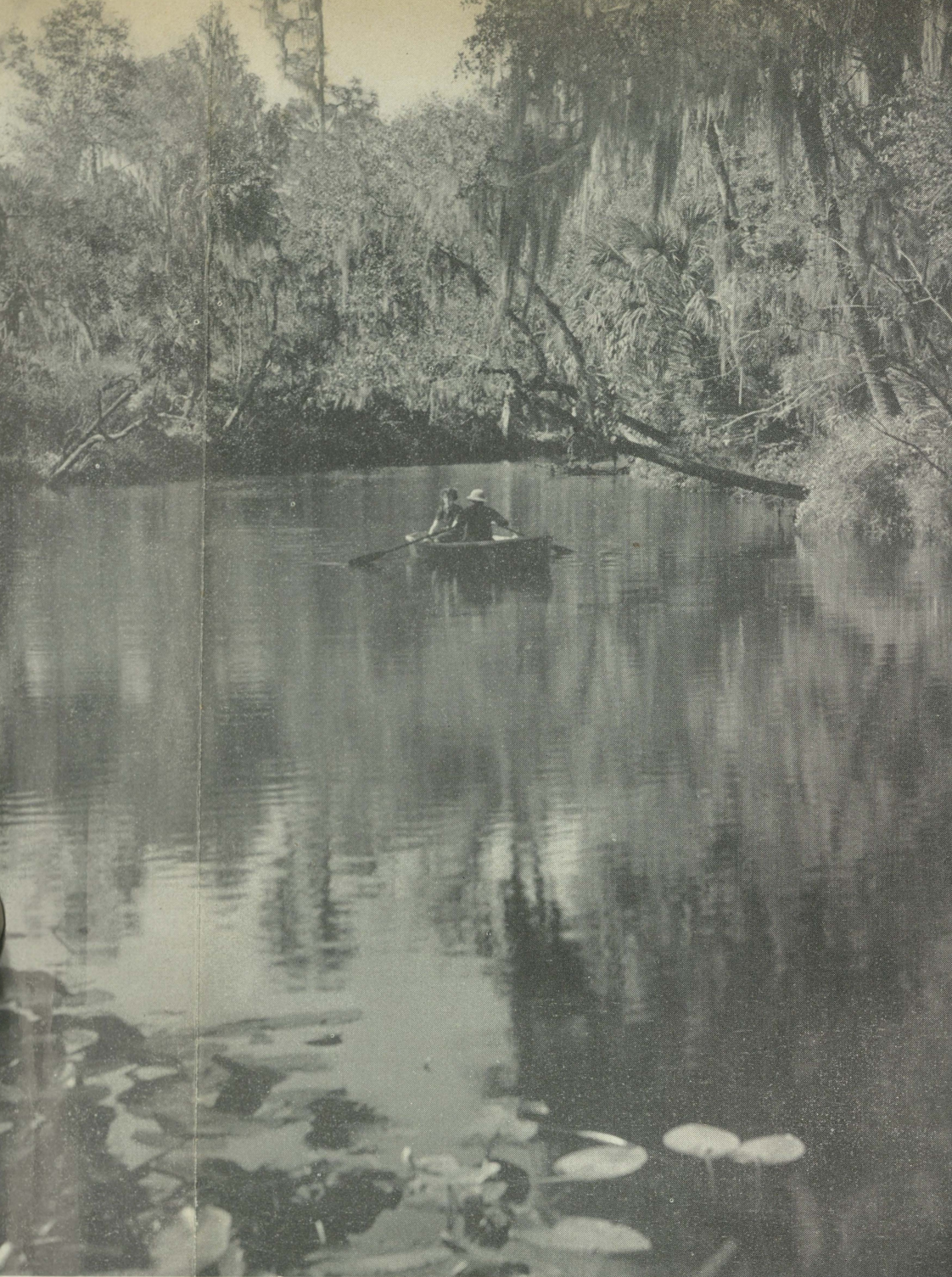
To deal with crop surpluses, and at the same time protect our soils from erosion and conserve their fertility, our Federal government set up the Agricultural Adjustment Administration. Most of us have thought of the AAA as a bit of machinery for keeping down production of certain crops, notably cotton and tobacco, and its control of production, through the cooperation and support of farmers, has been highly satisfactory. Not everyone has realized, however, that the machinery of the AAA can be quickly placed in reverse and be used to *increase* any farm product for which there develops a sudden or unexpected need. Thus we see that the agricultural machinery of our government is closely geared in with the National defense program and is an integral part of it.

In addition to the AAA, we have county agents and home demonstration agents in over 3,200 counties of the United States, forming another close bond between Federal, State and county governments and the agricultural producers. Also, the Secretary of Agriculture has recently set up county "defense boards" throughout the country, these consisting of all representatives of the United States Department of Agriculture working in the county. There is also a corresponding State defense board, made up of the Federal agency heads in the State.

In accordance with the State Defense Act passed by the Florida legislature of 1941, the State Defense Council, under the able leadership of Governor Spessard L. Holland, Vice Chairman Carl Brorein and Executive Di-

rector George L. Burr, Jr., has set up a Division of Agriculture, of which Mr. H. B. Pace of Pensacola, is chairman. Each county has an agricultural chairman who is a member of his respective county defense council. In addition, there has been set up a State Advisory Committee on Agriculture, the function of which is to advise the State Defense Council and the Chairman of the Division of Agriculture on all matters pertaining to defense activities in this field.

To the reader it may seem that there is a great multiplicity of boards and agencies, all dealing with the part which agriculture is to take in defense. So there is, but the functions of each are quite clearly defined, the policies of all are uniform and finally there are innumerable instances in which an individual holds membership in both Federal and State boards. This interlocking membership, as it were, clears the (Continued on page 27)



BOATING, HILLSBOROUGH RIVER STATE PARK

Scenes like this, with Mr. Average Citizen at the controls, will be few in a few years hence if the people now living in the State do not awaken to their responsibilities to those who are to follow.

Hundreds of thousands of acres of land on the banks of streams such as that pictured above, once open to the non-property-owning homefolks and visitors, are now closed through private ownership and the usual "posted" sign. Mr. Average Citizen has no place to hunt and fish, or merely to spread a tablecloth to share a picnic dinner with his friends and a colony of ants. He is not wholly in accord with conservation movements because he feels that fish and game are to be conserved for a chosen few while he is forced to sit at home. Opposite page—Hillsborough River scene.

Public hunting grounds, as advocated by Governor Holland, and public parks and recreation spots, as advocated by others with vision, is the answer—not alone to those who are now in Florida, and their children and children's children, but to those we hope to attract from the outside.

THE RECRE

ALTHOUGH FLORIDA advertised as one of the leading recreational States, it has been singularly delinquent

in providing public facilities for recreation. It is suits that its visitors expect and our own people should have as a heritage.

Before outdoor recreation reached their present degree of popularity, Florida people and the few visitors then came to the State enjoyed untrammelled access to our coast, and our forests.

Today, however, a great proportion of the most desirable recreational areas have been purchased by private interests. Naturally, but surely, the areas where the file of our citizens could enjoy the recreational pursuits that their State should offer have disappeared. It is possible to drive for mile after mile along our highways without encountering a spot where the motorist and his family can avail themselves of bathing facilities, picnic grounds. An inexpensive day's outing on the seashore for the Florida family of means is almost an impossibility.

It is not hard to envision a future where the thousands of our citizens in many circumstances, who cannot afford to enjoy the privilege of using private facilities, will be unable to find a place along our coasts or in our recreational centers where they may legally enjoy the scenic beauty and recreational opportunities of the State. The visitor to Florida who is visiting the State will likewise find himself in a position where he will be unable to take advantage of the many recreational pursuits that, as a guest of Florida, he has a right to expect would be provided.

With the steady growth of Florida as a recreational State, the present situation is growing worse steadily. Acquisition of land and more of the desirable sites now controlled by private interests will take place.

From available information, Florida is lagged far behind other recreation States in providing recreational facilities for the general public. Public bathing facilities, picnic grounds and camping sites are too few to take care of the steadily increasing demand for such facilities.

RECREATIONAL INDUSTRY IN FLORIDA

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The Florida Board of Forestry and Parks is the only State agency existing that is empowered to create and maintain the facilities that have been mentioned as highly necessary. The necessary money that the board will require to carry out the work of making additional areas available cannot rightfully be considered an expenditure. It would be an investment not only in the recreational business, that we cannot afford to lose, but would also be an investment in the health and happiness of our children who have as their heritage the right to enjoy to the fullest the many recreational advantages of their native State.

We believe that the time has come for taking definite and positive steps toward the establishment of publicly owned salt water beach recreational areas and additional fresh water facilities where thousands of our citizens, their friends and neighbors can enjoy a dip in the Atlantic or Gulf of Mexico, a sun bath on the sands or a picnic on the beach.

Experts in the field of recreation advise that good recreational planning should in-

clude one mile out of every ten of seashore, lake shore, and river bank. It would seem that no figures need be tabulated at this point to indicate Florida's very definite and woeful deficiency to its citizens. Florida has lost for public use much of its water property and "No Trespass" signs are frequent. The owner erects these only upon frequent trespass by the public because they consider this right a heritage. This condition is a stark reminder that the State is not fulfilling its obligation to keep up with the time and make available areas where the public can be welcomed and properly supervised.

Public beach development should be planned for Florida citizens who need them. If our summer visitors desire to avail themselves of our beaches we are making our State a better and more gracious host.

It has been indicated that other States are finding public resorts profitable. Should not Florida consider this now? Florida's 2,300,000 visitors come from these States that are making recreational improvements. Florida must face this issue if it is to continue to attract vacationists.





FLORIDA FOURTH ESTATE

Real Road Patrol

Swiftly moving towards improving personnel of the Florida Road Patrol and the addition of 82 men of its personnel, Director J. J. Gilliam of that important branch of law enforcement has done much towards making the motorist satisfied that he is getting more than \$1 worth for his driver's license.

The last legislature raised the rate from 50 cents to \$1 for a license, but promised that the increased revenue would be devoted to improving service of the road patrol.

Director Gilliam has an extraordinary efficient school for training rookies before they are allowed on the road.

The efficacy of the training is such that we have yet to hear of a complaint of discourtesy from any motorist, but the laws against reckless driving are well enforced, with no visible friction between the officers and the traveling public.

Quite the contrary, in fact. We have heard many Floridians and visitors to Florida comment upon the fine organization of the State road patrol, the helpfulness of individual patrolmen, the esprit de corps.

Starting out with only 60 men little more than two years ago, the Florida Road Patrol has more than justified its existence. As time goes on and revenues from drivers' licenses increase, we may expect to have a patrol of sufficient size to cover every county in the State.

When we have an organization of that extent, watch Florida's safety record advance to the best in the nation.—*Miami Herald*.

Good Management

Comptroller J. M. Lee reports to Governor Holland there is a balance of \$1,207,240 in the State's treasury. This is the best condition Florida's exchequer has been in for many years.

While inheritance taxes from two or three deaths has greatly assisted this excellent showing, part of it is due to good management and economical operation of the State in all its branches.

Governor Holland promised an economical administration. He has now been in office almost eight months, not a long time, but the result of his careful administration of State affairs is already beginning to show excellent results.

More than that, the governor's re-arrangement of the gasoline tax distribution is making it possible for the counties to reduce their tax levies by eliminating the millage formerly assessed for bond interest and sinking fund.

We believe the Orange County commissioners and school board are sufficiently tax conscious as to keep local taxes at a minimum. The excellent example set by Governor Holland is having a good effect.—*Orlando Reporter-Star*.

Citrus Promotion

Florida's \$850,000 citrus advertising fund is the largest single promotion outlay of any State, though many other States are increasing their appropriations to advertise for tourists and new industries.—*Tampa Times*.

The People's Way

As time goes by on his rapid wings, we become more convinced that this State never showed better judgment than when its people selected Spessard L. Holland for its governor. The people also showed fine selective skill in choosing the representatives and senators who worked with the governor so harmoniously and so diligently in working out needed improvements in its legislative set-up in the last session.

Holland told the people in his campaign platform: "I believe in and will do my utmost as governor to obtain for the people of Florida equalization and reduction in taxes through uniform assessments and collections and economy in administration; modernization of tax structure affairs through study; no temporizing, no new taxes, no sales tax, closely-budgeted State expenditures."

This pledge has been faithfully carried out, and is being put into concrete action.

One effect of the new law will be to make home owners pay the same rate of tax all over the State. In some parts of the State, homes over \$5,000, the limit of the pernicious exemption law, are assessed by officers with easy virtue so low they pay practically nothing, while in others where assessments are nearer just others pay nearly full value. Property will be assessed in full uniformity all over the State, a thing Florida has never known. County officers will be more accountable to the State, which is where we get the charge of "dictatorship," although how the State can get an equitable and State-wide law in operation without State officials enforcing it, is something we cannot work out in our minds.

The most beautiful thing, and the one that appeals to the sub-editor of this newspaper, who assesses taxes four and five months out of the year and has always mentally cursed the practice, is that the big taxpayer will have no more opportunity to delay his payments at the expense of the little fellow until his bills run up into thousands, and then, through a crazy-horse system that analyzes like it might have been framed in a madhouse, pay off a fraction of his just dues through what is erroneously and flatly called by the culprits involved an "adjustment." If the new law did nothing more than this, it will deserve the plaudits and support of everybody, and those who are responsible for its enactment should be placed in the State Hall of Fame—when there is one built.—*Lake Wales Highlander*.

Motor Horns

There is no excuse for such other uses of horns as a call to dinner or a call for a conference out in the middle of the street or a jeer at the driver ahead who doesn't move across the intersection before the traffic light completes its change. If the enforcement of anti-noise ordinances is as successful as it should be, everybody will recognize and appreciate the difference.—*Tampa Times*.

Listening Posts

"Speaking of defense listening posts, there should be at least one near every back fence."—*Sanford Herald*.

Silk Substitute

Florida may take a position right up front in supplying a suitable substitute for silk, in the manufacture of sheer hosiery and other textile products. Commissioner of Agriculture Nathan Mayo and William L. Wilson, director of the Sea Island cotton bureau, have already taken steps to offer a superior Florida product—Sea Island cotton—as a substitute for silk.

A Tallahassee dispatch brings the information that Commissioner Mayo has instructed Director Wilson to get in touch with the proper Federal authorities and advise them of the present Sea Island cotton crop in Florida and offer the government this crop as a substitute wherever it is possible to use it.

"Some time ago the Sea Island bureau experimented with making high grade stockings out of Sea Island cotton and has been introducing them through the facilities of the State farmers markets with splendid results," says the dispatch. "At the same time the experimental department of the markets has been introducing shirts and other fine fabrics manufactured from this long-staple textile material, which have excellent possibilities."

For the past three years the Federal department of agriculture has maintained an experimental laboratory at Beltsville, Md., to develop new uses for cotton in making hosiery. It already has developed some 150 styles of hosiery that may be made from cotton—presumably, short staple.

We are told that Director Wilson has been in correspondence with government officials and expects to leave for the nation's capital within a few days to further the use of Sea Island cotton during the present emergency.

It is an ill wind that blows no good, and it begins to look like this ill wind from Japan may blow Florideward and create a demand for Sea Island cotton that we have not heretofore visualized.—*Ocala Star*.

Revenues Gain

Collections on automobile license tags were upped a million dollars last year and will be a couple of millions greater this year because of the raise in tag rates. The beverage tax produced half a million dollars more during the fiscal year ending June 30 than in the previous year.

There is another item of saving about which the governor said nothing, but which is very real. He has been paring down departmental expenses.—*Bradenton Herald*.

Weather Data Assured

War or no war, Florida is not going to be deprived of its hurricane warning service this autumn.

This assurance came from Washington. The Weather Bureau, however, said it will not receive reports from ships of belligerent nations, but they are confident a sufficient number will be received from neutral ships to permit satisfactory forecasting of hurricanes and their courses.—*St. Petersburg Times*.

Holland Fights To Save Gas Tax

WHILE there is still a possibility that Floridians will believe, with President Roosevelt, that this Nation has a war to win and that "hard, tough fighting" will be necessary to win it, State and civic authorities under the leadership of Governor Spessard L. Holland are doing everything within their power to forestall any depressing influence on Florida's winter schedule due to the shortage of gasoline transportation.

Although unannounced at the time of going to press, it is understood that a number of ideas have been advanced to relieve the situation. Governor Holland has had several conferences with transportation agencies regarding means for bringing in supplies of gasoline from producing areas without interfering with the lines of transportation taking the fuel to the eastern seaboard. He has suggested the possibility of quick construction of barges while the Tampa chamber of commerce has advanced the idea of using Mississippi River barges for transportation across the Gulf from Texas and Louisiana oil ports. The Tampa chamber declares that it has been pointed out that if the department of commerce will permit relaxation of some of the marine inspection regulations that river tank barges can do this work and supply gasoline for the entire State.

Harold Colee, executive secretary of the State chamber of commerce, has interested himself in the problem and has had several conferences with Governor Holland regarding the situation. He points out that the winter gasoline consumption in Florida averages some 10,000,000 gallons per month more than in summer and that any rationing system, to be fair, must take this fact into consideration. The governor points out that unless the rationing is based on seasonal consumption the State stands to lose nearly three million dollars annually in gasoline tax revenues.

Leaders in various parts of the State declare that the situation in Florida should have special consideration due to the fact that there is no shortage of the fuel but of transportation. If it were a matter of shortage of fuel there would be little that could be done about it, but with available barges not taken out of the regular fuel transportation service, the Florida situation could be saved, it is pointed out.

The cost of gasoline rationing in the southeastern States will be large enough without the damage that could be done to the Florida tourist season, according to a compilation of the public roads administration which says that a one-third reduction in consumption would take \$37,000,000 a year out of the coffers of this area.

The five States in the southern portion of the Atlantic coast collected \$111,444,000 in gasoline taxes in 1940. The breakdown:

Virginia, \$20,645,000; North Carolina, \$26,932,000; South Carolina, \$13,899,000; Georgia, \$23,039,000; Florida, \$26,929,000.

The simple arithmetics of dividing these figures by three might not tell the actual losses in tax proceeds under a one-third consumption cut, officials say. Gasoline

use in all these States increased sharply in 1940 over the preceding year. Although figures were unavailable here, it was likely that consumption continued upward during the first eight months of 1941.

Southern States lean heavily on the gasoline tax. No State outside the south has a rate as high as six cents. Florida, Louisiana, and Tennessee have seven-cent taxes. Arkansas' levy is 6.5 cents. Six-cent taxes are collected in Alabama, Georgia, Mississippi, North Carolina, and South Carolina. The rate is five cents in Kentucky and Virginia and four cents in Texas.

For the other States, gasoline tax rates range from 5.1 cents in Idaho to two cents in Missouri and the District of Columbia. The 48 States and the district got revenues from their gas taxes totaling \$918,847,000 in 1940.

Revenues in 1940 for some of the other southern States:

Alabama, \$15,470,000; Arkansas, \$11,312,000; Louisiana, \$18,584,000; Mississippi, \$12,337,000; Tennessee, \$21,245,000; Kentucky, \$14,861,000; Texas, \$55,903,000.

Some of the gasoline tax collections in South Atlantic States goes to purposes other than highway building and maintenance. Figures for 1939 collected by the roads administration show that Florida used \$1,738,000 of this money for its general fund and \$1,737,000 for education. This report showed that Georgia put \$3,634,000 of motor fuel tax receipts in its general fund and used \$3,733,000 for education.

WHY PICK ON FLORIDA

Florida newspapers are particularly unanimous in their agreement with Governor Holland and other State and civic officials in their assertion that gas rationing is not necessary and that there is another way out of the alleged emergency.

Press sentiment of the entire State is reflected by The Tampa Tribune and the St. Petersburg Independent. Says the Tribune:

"To reduce Florida's consumption during the tourist season to the level of a mid-summer month is rank injustice."

Says the Independent:

"The situation is absurd. Florida, though it is the only State that can be seriously harmed by gasoline restrictions, is also a State in which such restrictions are as unnecessary as they are in States farther west. The ships, tank cars, barges and trucks from which Florida gets most of its gasoline supply could not be transferred to Britain, and there is no sense in ordering Florida to curtail their use. All these facts add up to the conclusion that the government, probably acting hastily, has been guilty of unfair discrimination against Florida."

Road Builders Buy Defense Bonds

FLORIDIANS everywhere are liberally responding to the call of the nation for defense financing through the sale of bonds but members of the Florida section of the American Road Builders' Association go to the head of the class for their collective efforts for their Uncle Sam. While no tabulation has been made of their purchases, Secretary H. M. Birtley says that Florida road builders and their employees will be responsible for enough cash to build several bulwarks against any emergency.

John E. Ballenger, Lakeland contractor and business executive, past president and member of the executive committee of the Florida section, has taken the lead in the movement for purchase of defense bonds. As a matter of fact, he started before Secretary Birtley sent out his general appeal to members and John L. Fahs, State administrator of the defense savings staff, is using his plan as a suggestion to all other employers of men in the State.

Managers of Ballenger interests have been instructed to secure the approval of employees to a salary allotment plan deducting from their pay check weekly for the purchase of bonds or stamps. Ballenger has agreed that his interests will purchase stamps as the deductions are made, insert the stamps in albums and, when the employee has paid in up to 10 percent of the total amount required (\$18.75), the company will purchase the necessary balance in stamps and turn the books in for a defense bond of the proper denomination. This bond will be issued in the name of the employee as soon as paid for and issued.

"I think this is a remarkable contribution to the defense savings program and in all probability you can use this information in your bulletin as a suggestion to other concerns to do likewise," said Fahs in his letter to Birtley.

The congenial secretary of the Florida section has mailed all information regarding bonds to every member of the association in the State. His file includes blanks for the employee authorizing salary deductions and other needed forms.

The road builders' defense savings campaign is not alone. Employees of the State Road Department have been encouraged to purchase defense bonds and stamps and practically every State official has urged employees working under him to take part in the National financing plan.

Highlights in the month's campaign for defense bonds include the purchase of \$50,000 worth by the Special Tax School District No. 1, Duval County. The purchase was of Series G bonds which yield 2.27.

Independent stores of the State, taking a keen interest in bond sales were joined during the month by the Florida Chain Store association which announced, through Chester B. Treadway, managing director and a member of the defense savings staff, a program for the purchase of stamps and advertising the campaign in newspapers.

"Every chain store in Florida has been requested to advertise the sale of these stamps in their local newspapers as well as to advertise through the display of posters and counter signs," said Treadway.

All newspapers of the State have joined in advertising the bond sale. Many are running daily schedules of facts concerning the bond sale while most of them have made editorial mention of the necessity for support of the government's drive for cash.

It is pointed out on almost every hand that if proper financial assistance can be given the government's program at this time there is little probability that it will be necessary to send an expeditionary force to Europe. Among those who believe that the defeat of Hitler can be done without an army in Europe is Major George Fielding Eliot, widely known military authority, who, in a recent issue of *Foreign Affairs*, says:

"The character of total war carries it outside the purely military field. Totalitarian attack is not only a matter of coordinated assault, at the assailant's selected moment and after full preparation, with force precisely adapted to the end to be accomplished. It is also a matter of political attack from within the ranks of the enemy, of psychological attack on his morale, of economic attack both from within and without . . .

"In principle there is nothing new in all this. The three great immutable principles of war still stand, indeed are once more proven sound by this seemingly new experience. These principles are: Concentration, Offensive Action, Security. The first demands concentration of power, of means, of effort. The second demands striking at a selected objective with the concentrated force. The third demands that no vital interest of the attacker is to be exposed to enemy counter-action.

"This does not necessarily mean a vast A. E. F. for Europe, now or later . . . It means that we must seek out the methods of attack suited to our National genius and the available resources. A Hitler Germany defeated on all the other fronts—on every one which we and our associates can establish an unquestionable and decisive superiority—will hardly require to be defeated on land . . . The foundation of her land power will crumble away."

SHRINKING SEAS

Alexander de Seversky is doubtless right: "Soon the Atlantic will be no more protection than the English channel."

Our only protection, he says, "will be in the size and quality of our American air power." This too, temporarily is true.

Our final protection, however, will not be those "horses and chariots" of the air, but the governed world of the "eight points" whereby the gunmen nations will be restrained as are the gunmen gangs within the nations. This shrinking of the seas, rendering isolation impossible and isolations insane, makes the more certain—and the more easy—the shaping of the protection which is to come.—Miami News.

Speed Remains Chief Cause For Accidents

Speed excessive for road, traffic or weather conditions continued to be the chief cause of highway accidents through July, according to the official accident report of the Florida Highway Patrol covering that month. A large percent of the drivers involved in accidents were intoxicated and 3 p. m. and 11 p. m. tied with 8 p. m. as the hours in which most crashes came. Friday built up its reputation as an unlucky day to start a journey by piling up 38 accidents.

Seventy-two State highway patrolmen put in a total of 47,813 hours, traveled 303,543 miles, investigated 188 accidents (13 killed, 175 injured), rendered first aid to 64, gave 2,509 verbal warnings and arrested 448 persons.

During June and July 298 driving licenses were revoked, 263 of them for driving while intoxicated, and 93 licenses were suspended for periods of 30 days to seven months. Dade (Miami) led in the number of revocations with 41. Orange (Orlando) was second with 33, Hillsborough (Tampa) third with 28, Polk fourth with 27, Pinellas fifth with 24. Duval County (Jacksonville) had but 16 revocations during the two months.

The 448 arrests made by the Florida Highway Patrol during June were divided as follows: 156 for reckless driving, 91 for drunken driving, 83 for driving without a license, 59 for miscellaneous offenses, 33 for overweight trucks, 13 for improper lights, seven for improper tags and six for improper parking.

Speed excessive for road, traffic or weather conditions caused 18 of the accidents investigated in July. Driving on the left side of the road caused 14, speed in excess of legal limits 12, turning in path of other traffic 11, failure to yield right-of-way 10, passing without having assured clear distance 8, parking on highway obstructing passage 7, failure to obey stop sign 7, ran off roadway 5, struck an animal 7, lost control 5.

Nine drivers involved in July accidents became so because they went to sleep. Three were disabled by sickness or nervousness, three by fatigue, four had been drinking and 17 were intoxicated.

Improper lights were the cause of 13 accidents during the month, seven were caused by defective tires, four by other equipment defects, two by defective brakes and two by defective steering, five were caused

by wet pavements, one by a hole in the roadway.

Thursday was Jonah day of the week next to Friday, 35 accidents having been reported on that day, Wednesday came next with 28, Saturday with 27, Monday with 25, Sunday with 25 and Tuesday with 14. The 11 fatal accidents were scattered throughout the week with two each on Sunday, Monday, Wednesday and Saturday and one on Friday.

Thirty-two accidents were evenly divided between 3 p. m. and 11 p. m. Fifteen occurred at 8 p. m., 11 at midnight and a similar number at 2 a. m., nine each at 4 a. m., 5 a. m., and 6 p. m.

THE STORY OF THE BRIDGE OF SIGHS

In New York City a convenient corridor leads from the courtroom to the famous Toombs prison which has been identified in published stories as "The Bridge of Sighs." In Tallahassee there is a stairway, beautiful to behold, but not convenient, leading from the basement to the top story of the Martin building, over which those who wish to reach the headquarters of the road department have to tread. Even youth, in its enthusiasm, wilts on reaching the top story and ordinary human beings react in the same manner.

In the planning of the building, this beautiful stairway was intended for beauty and not utility as a very efficient elevator shaft was installed in the building for an elevator to serve the various floors. However, through the years, for one reason or another, this elevator was never installed, much to the discomfort of visitors and personnel of the State Road Department.

At long last, this situation is being corrected with the installation of a modern elevator, fully automatic, to serve this building. No other one thing could produce such satisfaction as this addition and now, of course, we wait on that magical term known as "priorities" for the final installation and the "stairway of sighs" will be allowed to glisten in pristine glory without the weary steps of the passing crowd. The new elevator will occupy the attention of everyone seeking the portals of the State Road Department.

THE COVER

The cover this month is the swans in Confederate Park, Jacksonville. Jacksonville, which gets its name from Andrew Jackson, first territorial governor of Florida and later president of the United States, has many beautiful parks. Its six golf courses, including a municipal course, provide play for members and visitors.

Jacksonville is Florida's largest city, according to the last census, and is the financial, industrial and commercial center of the State. Called the Gateway City, it is the entering point for a large percentage of all tourists to the State.

Jacksonville covers 39 square miles, has 235 miles of paved streets, 293 churches, 426 industries producing 450 commodities, a municipal airport, four trunkline railroads, and is a key center for National defense activities.

COSTS OF HIGHER EDUCATION

Father's Magazine, National monthly publication, reported a survey last month showing that the University of Florida is the least expensive university or college to attend.

The University of Florida annual average is \$475. Other typical averages are: California, \$850; Illinois, \$700; Minnesota, \$750; Michigan, \$625; Ohio State, \$750; Dartmouth, Princeton, Harvard, \$1,250; Yale, \$1,350.

MERCHANTS' TAX PASSES \$568,000

Merchants' inventory and occupational license tax revenue passed the \$568,000 mark during the month, according to Comptroller J. M. Lee. The 1941 legislature estimated that its law, effective July 1, would bring in \$600,000.

Collections up to this month were voluntary. The drive to pick up delinquents will be started soon.

BOB PHILLIPS

STANDARD SERVICE

Atlas Tires, Tubes, Batteries and Accessories

Greasing - Washing & Polishing
BARTOW, FLORIDA

"The Home of Gallons"

Berger & Rachelson, Inc.

Wholesale Grocers

Staple and Fancy

Hotel - Restaurant and Bakers Supplies

TAMPA,

FLORIDA



One of the annual exhibits put on by the Vocational Departments, Florida School for the Deaf and the Blind.

OUT OF THE SILENCE AND THE DARK

(Continued from page 15)

of having the boys receive some of their instruction in some of the downtown shops. Last year a class in baking received all of their instruction in one of the up-to-date bakeries, where they received actual experience in the vocation in which they are interested.

Several have been placed in this vocation recently and are getting along well. The school receives splendid cooperation from the State Department of Vocational Training which gives our students more intensive training after they leave school.

The problem of the education of a blind child does not present the difficulties of education as one afflicted with deafness. A blind child has a knowledge of English when he enters school while a deaf child has no English knowledge at all. After a blind child has gained a knowledge of Braille, which consists of reading a system of raised dots, their progress in school is as rapid as that of the sighted child. The

course of study in this department is designed for completion in 12 years and the curriculum is about the same as that in the regular public schools.

The school has a very up-to-date industrial workshop under the efficient direction of a graduate of one of our State Schools for the Blind. In this shop the boys learn to make brooms, mops, brushes, mattresses and door mats. They also learn chair caning and upholstering.

Many of the institutions of our State place their orders for brooms and mops with our industrial workshop, which gives our boys practical experience when they go out into the world.

Some of the pupils with a high degree of sight have become interested in the work of repairing radios and in photography. Some of the best broom shops in the State are owned and managed by graduates and ex-pupils of this school.

There is a wide demand for articles made in our workshop and the chair-caring department is busy at all times putting new bottoms in chairs which are sent to us.

The girls are given instruction in home economics, rug weaving, crocheting, basketry, dressmaking and a few with a high degree of sight have been instructed in beauty culture. One of our graduates in this department is regularly employed and has done well at this vocation.

The school has splendid provisions for maintaining a good health program. Great care is taken to be certain that the students have plenty of time for recreation, sufficient rest and careful supervision at all times.

The meals are carefully planned, under the supervision of a trained dietician, and the children have plenty of nourishing food with a plentiful supply of milk and eggs, fruits and green vegetables.

The school has an infirmary with a graduate nurse in charge. On the staff is a medical doctor, a dentist, and an ear, eye, and throat specialist. Due to operations performed each school year, a number of children with defective sight are returned to the public schools.

The purpose of the school is to render an educational service to a group of children who have a special

need. It is the problem of the school to send its students out into the world with a good academic education, high Christian ideals and with vocational training by which they will be able to fit into the economic and social plan of life and render a happy and useful service. Graduates and former students of the school are following many different vocations with success. Recently the school has not been able to fulfill all the requests for workers it has received.

Several of our most talented graduates have graduated from institutions of higher learning. At the present time the school has three of its graduates from the Department for the Blind in Miami University, two in Stetson University and one in Perkins Institution for the Blind. Three of the graduates in the department for the deaf attend Gallaudet College, the National College for the Deaf, in Washington, D. C.

Several of our graduates are employed on different defense projects in our own State and are giving entire satisfaction.

During the last two years there has been an increase in enrollment of first-year pupils, which is prob-

ably explained by the fact that the population in Florida is increasing.

The fact that graduates and former students are gainfully employed and are fulfilling useful lives in the community in which they reside and lead a happy existence leads us to believe that the school is adequately fulfilling the function for which it was created, that is, the proper preparation of the deaf and the blind for a useful place in society.

MIAMI HERALD PRAISES JOHNSON

(Continued from page 12)

cal bedfellow of Philip D. Beall, president-designate of the 1943 State senate, although they are curiously to be found on opposite sides of the fence in district and State-wide elections. Beall actively supported Francis Whitehair, while Johnson managed Holland's campaign in Escambia (Pensacola) County. Johnson was able, therefore to bring Senator Beall into the Holland camp when his vote was needed on occasion during the recent legislative session. This was pleasing, indeed, to both parties.

"Incidentally, it was Sid Catts who applied the tag of 'The Fixer' to Beall on the same night in Pensacola that he labeled Johnson as 'Smokestack.' Much, much water has passed over the political dam since that night in the pre-World War I era, but both monickers have stuck.

"'Smokestack' is mighty proud that he built the first defense housing project in the entire country, moving tenants into the dwellings 86 calendar days from groundbreaking—a record for speed. He spent \$1,800,000 in erecting Pensacola's three Federal housing developments.

"He's been particularly busy lately because of the illness of the department's able chief engineer, J. H. Dowling, but you have only to ask the telephone operator at Tallahassee 1200 for the chairman to hear, without questioning secretaries, the friendly greeting:

"'Tom Johnson speaking.'"

Motorists approaching a school bus, loading or unloading pupils on Florida highways, are required by law to come to a full stop before passing.



Go FAST--Men at Work ...with 'CATERPILLAR'

National Defense activities are stressing the vital necessity for speed from both men and machinery. You've got to have the kind of equipment that can deliver in all kinds of weather under all sorts of conditions. That's why "CATERPILLAR" Tractors and allied equipment are used on more and more defense projects throughout the State.

Here's the way "CATERPILLAR" rushes work along. In the picture you see a "CATER-

PILLAR" Diesel D7 Tractor and No. 44 Blade Grader dressing shoulders on the highway from Jacksonville to Camp Blanding. This outfit works eight full hours a day on only 3 gallons of fuel per hour.

No matter what your particular road building or maintenance problem may be it will pay you to investigate "CATERPILLAR". Get the proved facts from your "CATERPILLAR" dealer. Ask him for a "CATERPILLAR" Show Down today!

BURGMAN TRACTOR COMPANY

JACKSONVILLE, FLORIDA

CLEWISTON MOTOR CO., CLEWISTON, FLA.



THE PRISON MAKES AUTOMOBILE TAGS

(Continued from page 11)

and forty-five minutes. The oven is forty feet long, six feet wide and eleven feet high. When the tags finally reach the open air again, they are baked hard and dry and are ready for the inking machines.

A series of presses very much like the ordinary printing press but made on a more massive style do the inking on the numbers and letters. The tag is held in place by a large magnet and rubber rollers, thoroughly inked, roll back and forth across the face of the tag until a heavy coat of ink is spread over the raised numbers and letters. Then the tag makes its hot journey through the second oven where it revels in high temperatures for forty-five minutes. When it finishes this journey the tag is complete and ready for inspection and boxing for shipment.

Carefully the tags are stacked in containers in numerical order so that not a number is repeated and not a vacancy permitted. The numbering must be correct. Absolutely correct. Else two car owners might be flaunting the same numbers on their tags. Such an event might bring embarrassing moments of many sorts. It is to the credit of the tag department of the prison that not a single instance of this sort has ever been recorded.

In November the prison trucks start out to the sixty-seven counties to take the tags in proper number and size to meet local conditions. Always the tags have been delivered on time and usually full cooperation is given by the county officials in receiving and accounting for the tags. Sometimes strange things occur—as when the mayor of a certain town demanded that the prison superintendent pay a five dollar fine because the prison truck parked longer than ten minutes in delivering the tags at the courthouse! So far as I know he still may be trying to collect. I know that I have not paid the fine.

Such incidents are rare, however. Traffic officers have been most courteous in arranging for the progress of the big truck through crowded streets so as to reach the courthouse with the tags, which a complaisant official finally hands to the car owner with the calm but incredible remark: "Fifteen dollars, please!"

The tag plant is electrically driven throughout, the current coming from the prison power plant where a battery of Diesel engines generate the current which lights the prison and

FARM GUARDS AND PRISONERS BUYING BONDS FOR DEFENSE

Guards and prisoners of the Florida Prison Farm, many of them engaged in the manufacture of automobile tags, are participating in the National defense bond sale through purchases of stamps and bonds.

Under the leadership of the "Town Hall," an organization of about 100 convicts, the farm has become interested in the sale of defense bonds. State Administrator John L. Fahs addressed this group recently and found that there are many persons in the farm who have a lively interest in National affairs. He also learned that Florida convicts, like those of many other institutions of the kind, favor organization of parolees into a division of the United States Army. At the present time the army does not accept men with prison records.

The 127 guards on duty at the farm have purchased a total of \$6,000 worth of bonds and they are still buying.

furnishes power for the seventeen shops and factories in the institution. The cost per tag is between five and six cents, which is the price charged the tag department. This cost includes the steel, paint, ink, salary of plant manager, current and a slight charge for deterioration. The total cost to the tag department usually amounts to approximately thirty thousand dollars. Before the tag plant was opened at the prison, the cost of tags to the tag department was sixty-five thousand dollars. Thus each year the prison saves the tag department about thirty-

five thousand dollars. Mr. Henry Driggers, Tag Commissioner, cooperates fully with the prison by placing his orders early and by taking generous heed to the human element in all prisons which sometimes tries the patience of a modern Job. The tags cost the tag department about thirty thousand dollars, and Mr. Driggers hopes that his department next year will sell them for nearly nine million. Some profit! Yes, but the nine million goes to the support of the schools and anyone will admit that this is proper and worthy.

In addition to the tags for private cars, the prison makes tags for the Federal government. Thousands of tags have been made here for the Pensacola Naval Station, for the Naval Air Station in Jacksonville, for Camp Blanding, for the Forestry Department, for the Conservation Departments, and various bureaus. Also, tags are made for bridge permits, for county officials, for parking privileges, for motorcycles and even for Boy Scout bicycles. Tags of many colors and of many quaint and interesting uses.

Where a tag is seen in Florida, there some governmental agency is represented. And every Florida tag is the work of a prisoner. No hands but prisoners' hands actually touch them. A prisoner feeds the sheets into the first machine and a prisoner urges the tag—each and every one of the hundreds of thousands of them—from machine to machine. Finally a prisoner stacks the finished tags in shipping containers and numbers the boxes. It is important work well done. Even prisoners make their contribution to the orderly on-going of the State of Florida.

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(Continued from page 17)

An informed people with strong patriotism and high morale is necessary to the well-being of the Nation at any time, particularly so in times of emergency. Throughout the ages America's farm families have provided a backbone of patriotism and morale which has stood the country in good stead. That is true now, we are glad to say. Through their clubs and discussion groups, farm men and women, boys and girls have been informed of the situation confronting the country. They have not been forced to proceed blindly, and they have a stake in the land which they are helping to defend.

to the end that they may continue efficiently to contribute both materials and manpower to the defense effort.

As to the first heading, contributions to National defense, we find the farm people of Florida ready for action. Already, complying with the request of the Secretary of Agriculture, Claude R. Wickard, they are busily engaged in bringing about an increase in hogs and poultry. Plans are also well underway for decided increases during the coming season of vegetable crops which will be needed.

In the agricultural defense program, emphasis is also being placed on proper care and protection of farm forest lands, for lumber is an important defense material. Better fire protection for farm buildings means the conservation of building supplies.

An energetic nutrition program, being carried out by the county home demonstration agents in cooperation with the nutrition committee of the State Council's division of home and community service, makes directly for better health, more efficient farm work and better men and women for both military and civilian service.

Production and preservation of

food on the farm is being stressed as one of the farmer's first contributions to defense. Should war come to this country or to Central America or the Caribbean, it is self-evident that transportation facilities to and from Florida will have to be devoted to the movement of troops and military supplies with little or none available for transporting the requirements of the civilian population. When the farmers of Florida set about the business of producing and storing on their farms every possible food for use of themselves and their communities, they are making a double contribution: releasing food supplies elsewhere for use of the armed forces and also releasing transportation facilities for the same purpose.

The farmers and growers are already facing problems created by the international situation. Transportation facilities for some farm necessities have already been curtailed. An example of this is seen in the diversion of many ships from the Gulf trade for use of Britain and as a result it is practically impossible to ship sulphur from Louisiana and Texas to Florida ports by water. Sulphur is needed for the manufacture of important insecticides as well

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as in the making of sulphuric acid with which to produce superphosphate. Sulphur moved by rail or truck naturally calls for a higher freight rate and this the farmer must absorb in the form of higher prices for lime-sulphur sprays and fertilizers.

Nor is the transportation problem likely to be limited to those things which the farmer must purchase. He is also confronted with the problem of getting to northern markets the vast citrus and vegetable crops of Florida. Just how much railway transportation will be available to him the coming season is even now problematical. No matter what turn the transportation problem make take the public highways will be looked to for relief. We can well be thankful, at this juncture, for the fine highway system which our State Road Department has built in recent years and almost as grateful for what other States, through which our routes to market lie, have done along the same line. The State Defense Council's division of transportation is already making very comprehensive plans for handling, via public highways, the various transportation situations as they may arise and it is therefore still too early to do any worrying about whether Florida crops will get to the markets. They probably will.

Another problem which our growers are facing is that of farm labor. With wage rates for industrial workers steadily advancing and with farm laborers being drawn rapidly into the defense industries the farmer will find it increasingly difficult, not only to get sufficient labor but to get it at a price which he can afford to pay in the light of what he receives for his products. To this problem the State Defense Council is giving most earnest attention, assisted by other agencies, such as the State Land Use planning committee. The latter has a strong farm labor sub-committee which is at this time making a survey of the farm labor situation in Florida.

One cannot make a blueprint of future events but of two things we can be certain. The farmers and growers of Florida are today doing their part in National defense and they will continue to do so. Also, the machinery has been set up to correlate the farmers' activities with those of other branches of defense and, at the same time, to bring to him the assistance and help which his important contribution to National defense justifies.

FORT JEFFERSON

(Continued from page 7)

not a case outside the walls, though nearly 100 persons were quartered there. Another hurricane struck in 1856, wrecking the service ship *Active*, and a fire destroyed a storehouse the following year.

Fort Jefferson during this period acquired the evil reputation which time has fixed more firmly upon this gloomy citadel.

1861-1865. Although work on the fort started in 1846, such slow headway had been made that at the outbreak of the War Between the States, it was hardly in a condition to be defended. Until 1861, work on Fort Jefferson had consisted of construction only. The walls and casemates had been built to the height of the second-tier arches but no guns had been placed. Captain M. C. Meigs, in command of the engineer contingent, had brought the work forward to the point where the lower-tier casemates could be armed, but the second-tier casemates were far from finished.

The War Between the States was about to break out, and the Army and Navy Departments of the United States hastened to improve the defenses of Fort Jefferson. Major L. G. Arnold was ordered to sail with four commissioned officers and 62 enlisted men on an errand of great secrecy. It was only after their ship was on the high seas, and their

sealed orders had been opened, that the men knew where they were going. In these orders, signed by Abraham Lincoln, Arnold was commanded to garrison the fort and put it in a state of defense. Arnold's arrival is said to have kept Fort Jefferson from capitulating to the State of Florida. It is also said that seizure of Fort Jefferson by the Confederates would have meant recognition of the Confederacy by foreign nations for then the United States Navy would have been cut off from the Gulf of Mexico and the mouth of the Mississippi.

When Major Arnold arrived at the Dry Tortugas, January 19, 1861, he found anything but a real fort. Not one heavy gun was mounted and ready for service. Major Arnold unloaded his steamer, and mounted six heavy 8-inch guns and six field pieces. He then set the men to work on constructing gun carriages on which he hoped to mount a few old casemate howitzers lying on the parade ground.

The work was started not a day too soon. In the afternoon while he was superintending the operation of the first gun carriage, an armed schooner appeared off the fort, sent a messenger ashore, and demanded surrender to the State of Florida. Major Arnold rushed to the wall and shouted, "Tell your captain I will blow his ship out of the water if he is not gone from here in ten minutes. Think I will fire anyway!"

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The bluff worked, and the schooner filled its sails and moved away.

During the War Between the States the appropriations for fortifications within the seceded States were transferred to Fort Jefferson, and construction moved forward on a grand scale.

The casemates, walls, and terre-plein or upper roof for the outer walls, were completed to the point evident today. The parade-ground powder magazine, the hotshot oven, the soldiers' barracks on the east and west sides of the parade-ground, and the remainder of the 300-foot officers' quarters were started. More armament was added, bringing the total, in 1863, to 84 guns. (In later years additional guns were mounted, and a supplementary battery was built on Bird Key.)

All through the war the engineers constantly working toward completion of the fortifications, experienced much trouble with the negro laborers. Union troops, stationed at the fort, accepted the negroes as equals, sleeping with them and inciting them to rebellion. Civilian overseers, on the other hand, whipped the negroes unmercifully with the permission of the owners. The strife was increased by the introduction of civilian engineers at a time when the

army engineers were employed more actively elsewhere. Evidently it was customary for Engineer Corps and garrison to squabble among themselves, but both departments united against the unfortunate civilians. Over these quarreling factions Major Arnold kept a firm hand. Although a stern disciplinarian, he endeared himself to the garrison by his democracy and justice. As the garrison grew larger with the progress of the war, however, it was often with difficulty that Major Arnold kept the men within the bounds of discipline. One group in particular, two companies of Wilson's Zouaves, had never been subordinate to anyone. Major Arnold deprived these soldiers of their gaudy uniforms, had them dressed in the regulation blue, and so handled them that within a few months they became docile and well-trained troops. Major Arnold was often termed "The Maker of Fort Jefferson."

Union forces continued to hold Fort Jefferson. Throughout the war it played an important part in the blockade of the Confederacy and as a naval base for United States warships. The fort was also used as a hospital and a Federal military prison. In 1864 about 1,000 men were confined there.

1865-1875. The year 1865 marked the beginning of the most tragic and heroic era in Fort Jefferson history. The limited engineer force, supplemented by prison labor, made small progress. In October a hurricane kept them busy repairing storm damage. Injustice, cruelty, and disease provided incentives for daring escapes.

After the close of the war, the fort received universal attention because the alleged confederates of John Wilkes Booth, in the assassination of President Lincoln, were imprisoned there. Among these was Dr. Samuel Mudd, a Marylander, who had set the broken leg of the fleeing assassin. Dr. Mudd's case attracted particular attention, for it was widely believed that he was not a party to the conspiracy but had merely performed professional duty. His act brought him a sentence of life imprisonment.

According to Mudd's story, escapes from this "Devil's Island of America" were frequent and he was finally tempted to try for his own freedom. On September 25, 1865, he slipped out of the fort to the wharf where the USS *Thomas A. Scott*, a transport ship was anchored. With the help of one of the crew, he hid himself in the ship's hold,

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but he was discovered and put in irons. Henry Kelly, a seaman who had promised to aid Mudd, was also arrested and placed in close confinement. Mudd's captors so rejoiced at finding him that they gave up further search of the ship, on which six other prisoners escaped.

Five nights later, Kelly and his cellmate, a notorious thief named Smith, broke through the grated window of their cell, lowering themselves to the ground with their chains. They made their escape in a small boat, taking with them money and supplies stolen from the post sutler, or storekeeper. During the next month, three more prisoners escaped in daylight, taking a boat from under the eyes of the guard. Before the loss was discovered, the fugitives were three leagues from the fort, and no attempt was made to pursue them.

Many instances of cruelty are recorded during this period. In April 1866 one of Mudd's friends, Colonel St. Leger Grenfel, appealed to the post doctor for medical attention. He was denied treatment and ordered to go back to work. When Grenfel refused, the guards took the 60-year-old man to one of the wharves and ducked him, with a 50-pound weight tied to his feet. In July one of the prisoners, intoxicated and unruly, was killed by a sentry. The commanding officer commended the sentry for this act.

In the summer of 1867 about six companies of field artillery, besides a small engineer force, formed the fort's garrison. There were approximately 45 prisoners, including Dr. Mudd. Throughout the summer the health of the post was satisfactory, but there were complaints about offensive odors from the moat. At low tide its bottom was exposed to the tropical sun, and there rose from it an almost unbearable stench. The odor was made worse, no doubt, by the sewer outlets, which emptied in-

to the ditch. The rise and fall of tide was expected to wash away the sewerage, but failed to do so.

On August 18, 1867 a whirlwind of pestilence swept over the keys. Company K was first stricken with the disease, presumably yellow fever. Case followed case so rapidly that the company four days later, boarded up its quarters and moved to another casemate near Company L. The infection spread rapidly, reaching Company L and the prisoners. The post hospital had only two rooms in the north end of the soldiers' barracks. As the disease reached the epidemic stage, a structure was set up on Sand Key to handle the overflow. On September 5 Joseph Sim Smith, post surgeon, contracted the fever. He died three days later, leaving the fort without a medical officer. Dr. Mudd volunteered his services, working alone for three days, when a doctor arrived from Key West to relieve him. Mudd was complimented for his professional skill and from then on had the liberty of the fort. Efforts of both doctors, however, failed to check the disease, which quickly spread through most of the garrison.

Hospital facilities soon proved inadequate. Mudd refused to expose more patients to the Sand Key voyage and established a temporary hospital in the four first-tier casemates under Company L. Hospital laundresses then contracted the disease and carried it to their quarters on the west side of the fort. After this the hospital nurses became infected.

Negro prisoners, employed as servants in the officers' quarters, carried the disease into that section. The most remarkable spread of the fever occurred on the night of September 16, in Company M, which was quartered in the casemates just north of the hospital, and in Company L. It had seemed that this last named company would escape, but that night nearly half of the men were attacked with the most malignant form of the scourge. During the next two nights the balance of the company, without exception, fell ill.

Dr. Edward Thomas had no sooner arrived to take the place of the deceased Dr. Sim Smith, than, he too, contracted the disease. He recovered, however, under the care of the courageous Dr. Mudd, who himself fell ill on October 4. During the three months' epidemic, 270 men were stricken, with a toll of 38 deaths. Dr. Mudd's work was highly praised by the garrison officers and they petitioned for his release. Major Valentine Stone, commanding officer, had told Mudd that he would use his influence to get a pardon for the doctor, but the major contracted fever on the way to Key West, and died there. The petition was lost or ignored in Washington for, following the epidemic, Dr. Mudd was again confined.

Public sympathy for the luckless physician increased as the story of his heroic service spread. Finally, on March 8, 1869, after an imprisonment of almost four years, Dr. Mudd was released. Upon his return to

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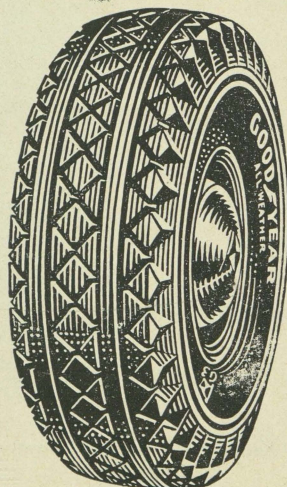
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Maryland he tried, without success, to regain his former practice as a country physician. Never able to live down his tragic past, he died January 10, 1883, at the age of 50, Dr. Mudd's friend, Colonel Grenfel, remained confined at the fort until 1868, when he made his escape with three other prisoners and an enlisted man.

For four years after the release of Dr. Mudd, all was quiet at Fort Jefferson. However, in August 1873 fever again broke out in the fort. At the first signs, the commandant, Lieutenant J. E. Bell, sent women, children, and some of the married men to Loggerhead Key. Two days later most of the garrison was also evacuated to Loggerhead. Only a sufficient number of volunteers to nurse the sick remained at the fort; many more volunteers than were needed offered their services.

From the beginning, the situation was critical. The weather was intensely hot, the supply schooner was at Key West, and there was no ice to relieve the suffering of the sick. When the boat finally arrived on August 30, she was immediately sent back to Key West for supplies. Five nurses and a Dr. Otto arrived the next day by the steamer *North-erner*, to aid Doctors Porter and Gould, both of whom had served without rest, notwithstanding that Dr. Porter had a sick child of his own, and four of Dr. Gould's children were down with the fever at the same time.

At least 13 people died during the epidemic, including Lieutenant Bell. Then, a severe hurricane struck the Tortugas on October 6, causing \$100,000 worth of damage at Fort Jefferson. This second disaster, in connection with the recommendation that the fort be abandoned a year or two for thorough disinfection, led to the removal of the garrison in November 1873. The following year, Fort Jefferson was formally and finally abandoned as a military post, though troops were stationed there temporarily.

1875-1940. Without upkeep, the buildings at Fort Jefferson deterio-

rated rapidly in the tropical climate. The Lighthouse Service alone retained an interest in Garden Key, for a new light atop a stair tower replaced the old lighthouse of 1825, which was reduced in classification to a harbor light.

In 1889 George Philips, former chief overseer of Fort Jefferson, was sent there to inventory Engineer Corps property. While he and his men were at work, a boat landed bringing a smallpox victim. The man was taken to workmen's quarters on the southern end of the island, but Philips' men were so frightened that they boarded the schooner, cast off and could not be persuaded to resume work.

The decaying fort was not occupied again by regular troops, except briefly in 1898, during the war with Spain. From the Tortugas the battleship *Maine* sailed to the port of Havana, January 25, 1898. During this war the Army built a distilling plant on the south end of the key, but otherwise there was little activity.

In 1902 the fort was transferred to the Navy Department, which built coal rigs at the north and south end of the island. Construction was hardly completed when a hurricane

did serious damage to the steel superstructure, and in 1906 the Navy abandoned the old fortification, moving the distilling plant to the naval base at Guantanamo, Cuba.

The fortification, which in the days of wooden sailing ships was the Gibraltar of the Gulf, and which cost an estimated \$2,335,000, was at last deserted. Guns were removed and the metal scrapped. With the coming of metal ships, and steam power that could overcome the trade winds and the Gulf Stream, the old fort was outdated.

For 30 years Fort Jefferson stood lonely and empty save for an occasional fisherman and thousands of sea birds. Legends grew up around the place including one about a grave that mysteriously receives fresh flowers from unknown hands. In 1934 a salvage contract was made with a private company to save anything of value that remained. The

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same year a detachment of World War veterans moved into the fort and made improvements on Garden Key.

On January 4, 1935 the Dry Tortugas were designated Fort Jefferson National Monument. Under the National Park Service, rubbish is being cleared away, the walls and curtains repaired, and the fort prepared for visitors, who are brought here at irregular intervals by a Key West excursion boat.

Fort Jefferson is surrounded by a large wildlife preserve, and the nearby waters contain one of the richest marine gardens in the world, with at least 60 varieties of aquatic life.

For nearly 100 years trade winds have whispered against the walls, sudden squalls, obliterating the sea, have drenched the masonry, and the brilliant sun of the tropics has burned down upon the fort. And at night—perhaps when a cloud scuds across the moon and mists float up from the waters—ghosts may walk its parade ground and peer down from its ramparts, shadows of men once doomed to exile here, prisoners sentenced to a living death and released only through the agony of pestilence. The old fort stands, indeed, as a monument to the engineering skill of earlier American builders, to the toil and suffering of many workmen, who labored against uncounted hardships to defend the United States against an attack that never came.

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FLORIDA ROAD BUILDING A BUSINESS

(Continued from page 8)

terials for road building and repair; to investigate and gather information as to suitable material for road building and repairing in the different localities in this State; and to compile all such data and information and furnish the same free to the county commissioners of the several counties, and the public." The board at first had no direct authority and no finances for road construction. It spent only \$10,193.75 the first year, and acted only in an

advisory and consulting capacity for the county authorities. In 1917 however, responsive to our desires and prompted by the Federal government which made available grants to States for Post Roads provided the State had a fully authorized State Road Agency, the legislature increased the authority and duties of the department. The act, however, did not become effective until 1918.

Then the business of road building which had been many little businesses, operating on a shoestring, so to speak, took its first step toward becoming a big business. True, reve-

nue for road building in comparison with that being expended today, was not astounding. True also, road

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building technique was in its infancy. Nevertheless for that time, progress was being made. The next six years saw the following sums spent for road improvement and maintenance by the department from State, county and Federal sources.

1919-20	\$ 2,290,050.75
1921-22	5,487,351.43
1923-24	11,655,221.56

Inter-county travel increased. Florida became more widely recognized as a tourist resort. Good roads became more and more important. The State's revenue could not support the road building program demanded by its potentialities for development. The constitution prohibited the State bonding itself for such a purpose. But a way was found, as it had to be.

That way was to let the counties bond themselves and turn the proceeds over to the road department to build the roads. The department by this time had the technique, experience, and a skeleton organization ready to branch out into expanded operations. It could finally direct the road development from the State-wide viewpoint. At the same time, each county that contributed of its own or borrowed funds for such a purpose was likewise helped.

The State administration fully

kept up with, if it did not lead, the citizens in their demand for good roads. This was the era of the Florida boom.

Activities of every nature intensified in Florida. Money was circulating rapidly. Real estate prices were sky-rocketing. Jobs were plentiful and the future looked bright. Each county, (especially in south Florida), felt that the only limit to its potential resources was delay in beginning development.

So the counties bonded themselves and additional money was provided to build good roads. And many a mile was built. For the period from 1923 to 1930 inclusive State and county road improvements and maintenance cost approximately \$168,000,000.00 of State, Federal and county funds. Typical of the spirit of the day was the following paragraph which appeared in one of the newspapers "Every detour means progress."

Road building in Florida during this period had become big business. It compared favorably with private industries in the State.

At the end of that period the State maintenance system had 3,811 miles of hard-surfaced rural roads. Its motor vehicle registration had grown to 359,525 per year, (with

a peak registration of over 500,000 at the peak of the boom) and vehicle miles of travel to more than two billion miles per year.

It was then and is now a big business, had become, and now remains, a big business. And it is everybody's business. Hardly any individual in the State can be found whose own life or manner of living is not in-

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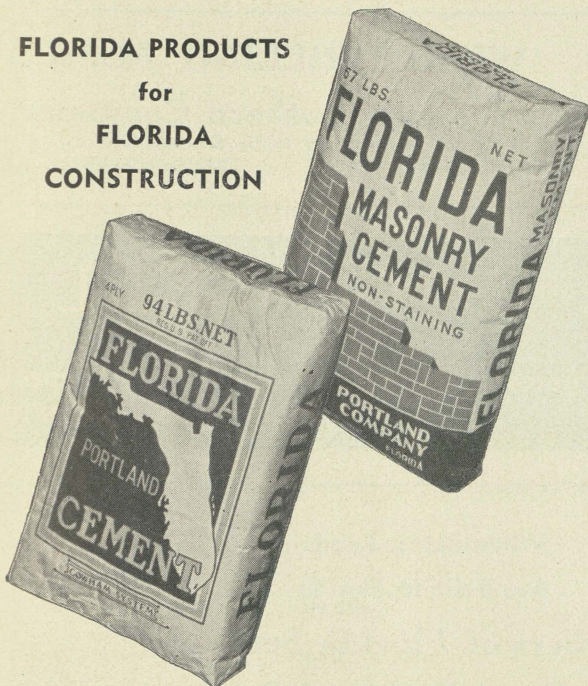
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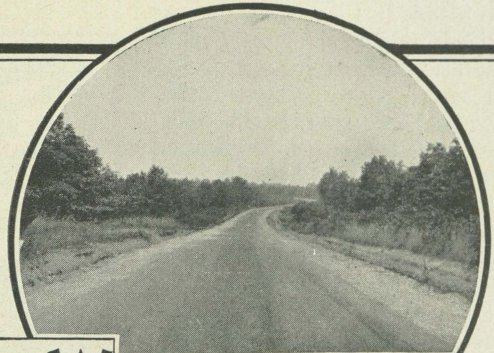
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fluenced by the development of highways.

But who paid for these highways? —who finances this big business operation? The highway user. Mainly, of course, the motor-vehicle user. It is true that when the counties bonded themselves to build roads they pledged ad valorem taxes to pay the bonds, and many bonds have been paid from such sources. However, when one stops to realize that the total bond issue for rural road and bridge purposes in Florida was approximately \$175,000,000, that since 1931 the State has returned to the counties \$70,405,629.71 of roads user imposts and that the program now enacted into law, and contemplated by the proposed constitutional amendment the balance of approximately \$211,259,419.41 principal and interest of county road and bridge bonded indebtedness is virtually assumed by the State, it appears fairly accurate to state that the highway user pays the bill.

Does the highway user who has financed and continues to finance this tremendous big business have any complaint? Has he had returns for his money? Answering the last question first: He has had a return on his investment. Actual tests have demonstrated that motor vehicles can be operated over improved roads at one-half the cost of operating over unimproved roads. The average car operator in Florida (in 1940) paid approximately \$70.00 in motor vehicle user taxes and operated 8,000 miles. Figuring his savings in operating over paved road, as compared with dirt, he actually benefited by \$65 net savings.

But on the question of whether he has any complaint the answer is also yes. All of the roads are not yet adequate for the traffic. They are not as adequate as they can be made from an engineering standpoint, and the reason is lack of funds.

The highway user then fears that this big business in which he is an

investor and in which every citizen of the State is a stockholder and dividend sharer may not continue to be soundly financed. The cause of his worry? Further diversion of motor vehicle user taxes—of taking the investment he pays into the business to keep it going and using it for some other purpose. He fears that the big business may be so weakened from lack of operating funds that the plant cannot be repaired, improved and expanded to keep pace with progress and give him a fair return on his investment.

It is because of these fears that the highway user is intensely anxious to have the constitutional amendment proposed by Senate Joint Resolution No. 324 adopted by the people at the next general election.

By the proposed amendment to Article IX of the Constitution so much as needed of 2 cents of gas tax revenue will be made available to pay the county road and bridge bonds, leaving a full four cents per gallon tax revenue, as the law now stands, to be used in improving and maintaining State roads. Not only does this add about \$4,000,000 a year for highway improvements, but it provides a highly satisfactory method of retiring the county debt, which, until provided, remains a constant threat to adequate funds for the State's highways.

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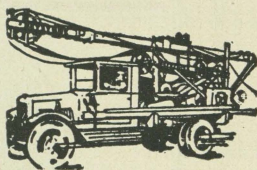
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